JUNE 17, 1961. VOL. CCXLV. No. 3185. TWO SHILLINGS AND SIXPENCE

THE SPHERE

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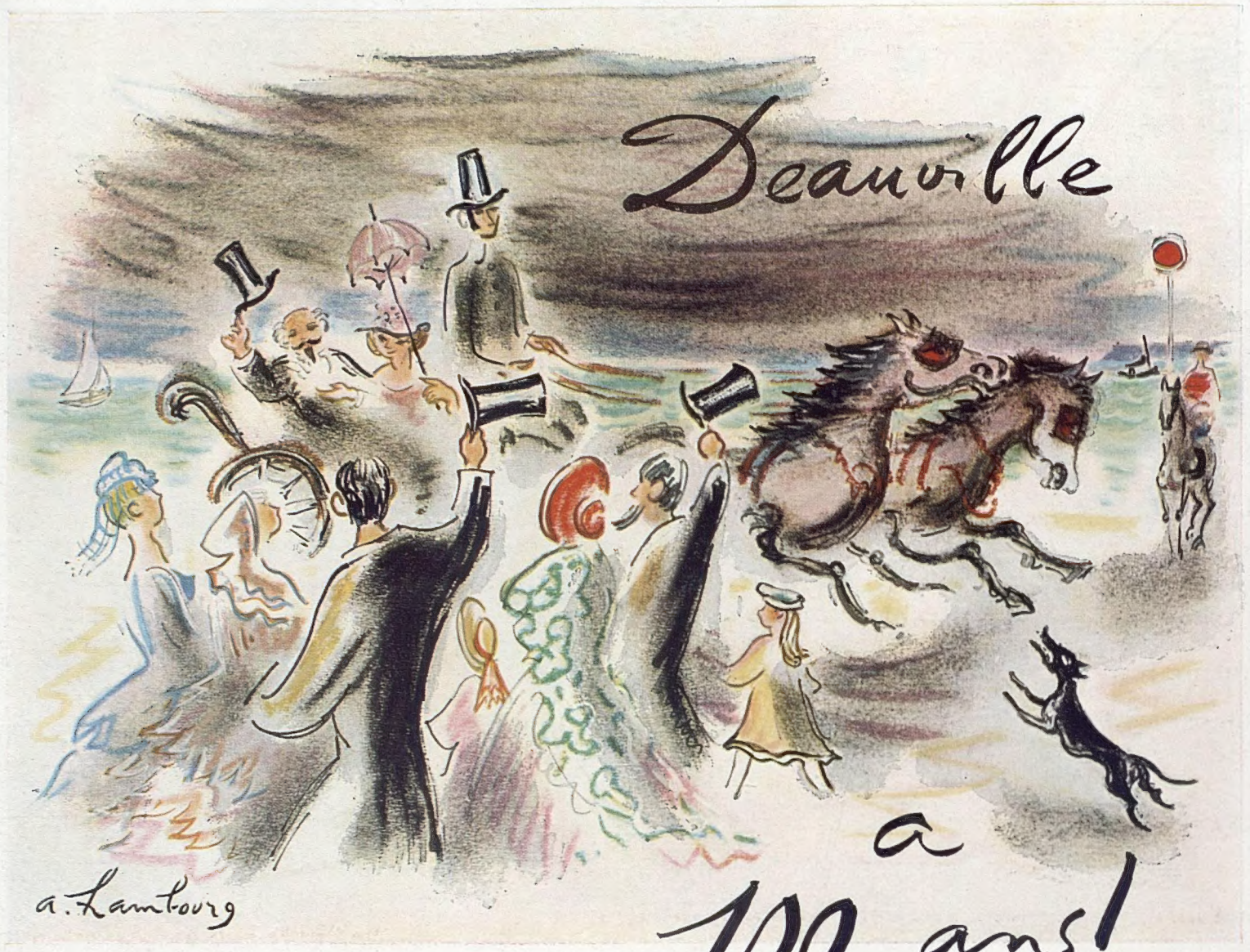

"The Arrival of the Duc de Morny at Deauville in 1861"

1861-1961

DEAUVILLE

"LA PLAGE FLEURIE"

WILL CELEBRATE THIS YEAR
ITS CENTENARY

FASCINATING PROGRAMME
OF EVENTS BOTH
SPORTING AND SOCIAL, FROM

JUNE TO OCTOBER

Chairman: FRANÇOIS ANDRÉ

JULY ★ CASINO ★ *AUGUST*

THEATRE.—FESTIVAL d'ARTS (MUSIC, PLAYS).
The International Ballet of the Marquis de Cuevas.

RESTAURANT des AMBASSADEURS.—Principal Galas:
August 12th: GALA OF THE "FIGARO" for the Students Fund ★ 15th: "GALA DU SIECLE" under the Presidency of the DUKE OF MORNY, decors from "SECOND EMPIRE" ★ 19th: GALA DES "COURSES" ★ 29th: "HOMMAGE AU LUXE FRANÇAIS", etc.

JUNE–JULY ★ SPORTING EVENTS ★ *AUGUST–SEPTEMBER*

GOLF (2 courses) open all the year—June 22nd–26th: INTERNATIONAL AMATEURS (Ladies and Gentlemen) ★ July 24th–30th: INTERNATIONAL SENIORS WEEK ★ August 4th–7th: GRAND PRIX DE DEAUVILLE.

PIGEON SHOOTING.—July 15th–30th (Prizes worth 20 million old francs).

REGATTAS.—August 15th: COURSE-CROISIÈRE "COWES-DEAUVILLE".

INTERNATIONAL HORSE SHOW.—July 12th–17th: EUROPEAN CHAMPIONSHIP FOR LADIES, under the Presidency of Prince Bernhard of LIPPE.

POLO.—August: 20 INTERNATIONAL MATCHES.
On the 27th: GOLDEN CUPS (World Open Championship).

YEARLING SALES.—August 19th–30th.

★ RACING ON 2 COURSES (JULY–AUGUST–SEPTEMBER) ★
400 MILLIONS WORTH OLD FRANCS

August 6th: PRIX LE MAROIS and YACOWLEF ★ 15th: GRAND HANDICAP DU CENTENAIRE ★ 20th: PRIX MORNY ★ 27th: GRAND PRIX DU CENTENAIRE DE DEAUVILLE ★ 29th: PRIX DE LA COTE NORMANDE.

Tennis Tournaments ★ July 1st–3rd: Air Rally of the Royal Aero Club at Deauville ★
International Bridge Tournament ★ July 9th: International Dog Show (C.A.C.I.B.)

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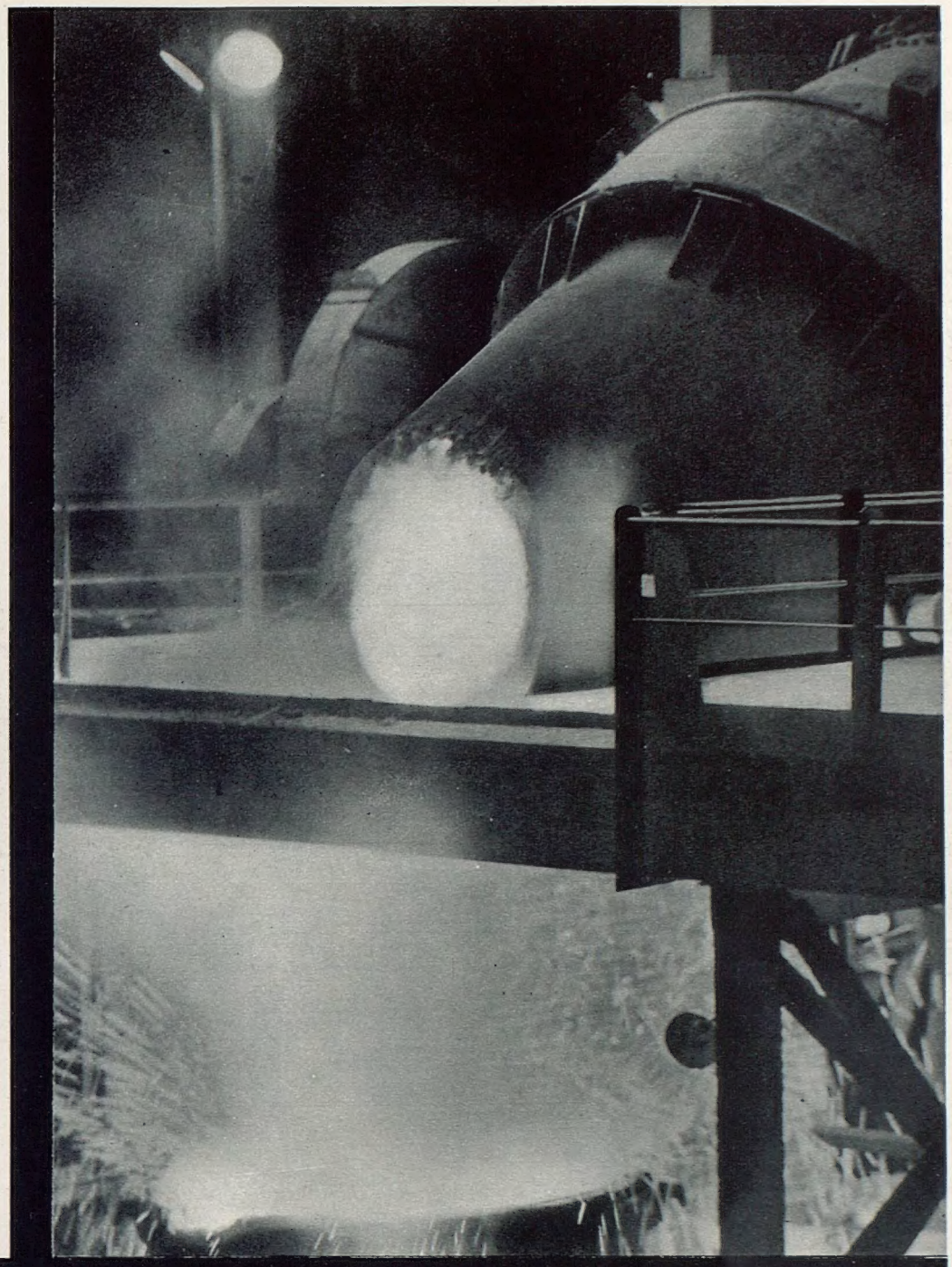

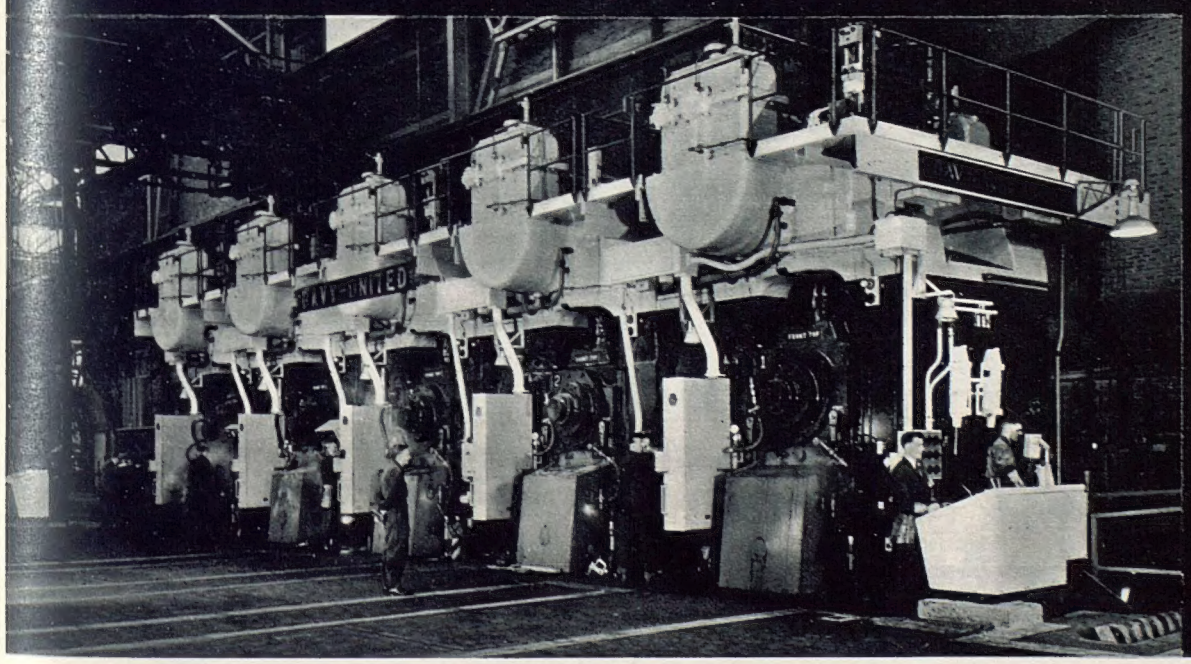

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2

Site for a steel revolution

The place–CONSETT The means–OXYGEN

THE long black shadow across this waste of puddles and stone is the shadow cast by a coming event—a landmark in the 'oxygen revolution' that is changing the face of steel making.

The new works going up on this site at Consett will be the first in the world to employ *two* of the new processes which use pure oxygen instead of air for refining iron into steel. They are the L.D. process from Austria and the Kaldo from Sweden.

In both processes 100 tons of impure molten iron from the blast furnaces will be poured into barrel shaped vessels weighing over 400 tons apiece with their linings. Then high-pressure jets of oxygen are blown on to the surface of the molten metal, refining it to steel. The L.D. and Kaldo processes both give a spectacular increase in productivity and an equally spectacular *decrease* in fuel consumption. And an additional advantage over the older, air-blown Bessemer converters is that they can absorb higher proportions of cold scrap or even iron ore, which considerably reduces raw material costs.

The new plant, which will make a major contribution to the prosperity of the North East Coast, should be working by the end of 1961, producing an additional ¾ million tons of steel a year—steel for Britain, steel for the export markets of a steel-hungry world.

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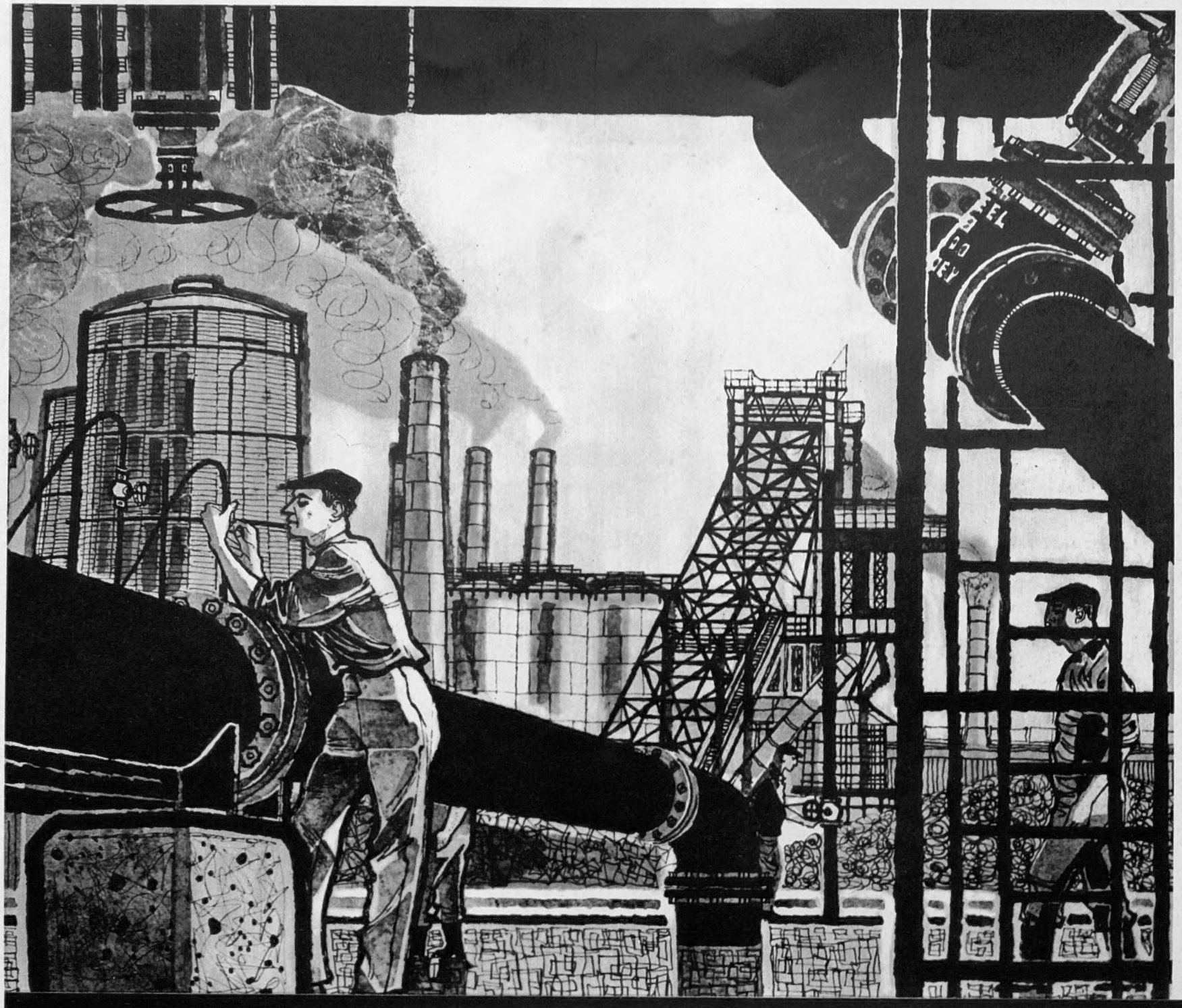
British Oxygen for British Steel



3,500 tons of oxygen a day

Oxygen used to make steel is called TONNAGE oxygen. Because it is used in such big quantities, it is reckoned by the ton instead of the cubic foot. It takes a great industry to use so much–the iron and steel industry.

Close by the sites of the iron and steel works, British Oxygen are building plants which will supply another 2,500 tons of tonnage oxygen daily, on top of the present 1,000 tons.

At Newport today, BOC are building a ready supply of oxygen for the great new steel works being constructed there. Oxygen plant and steelworks will be linked by pipelines. Through these pipes will flow the oxygen to make more and better steel.

Constant research by BOC leads to new techniques in the production and supply of oxygen–and not only oxygen, but the other gases used in the steel industry.

The supply of gases for iron and steelmaking is one part of British Oxygen's diverse activities and world-wide interests.

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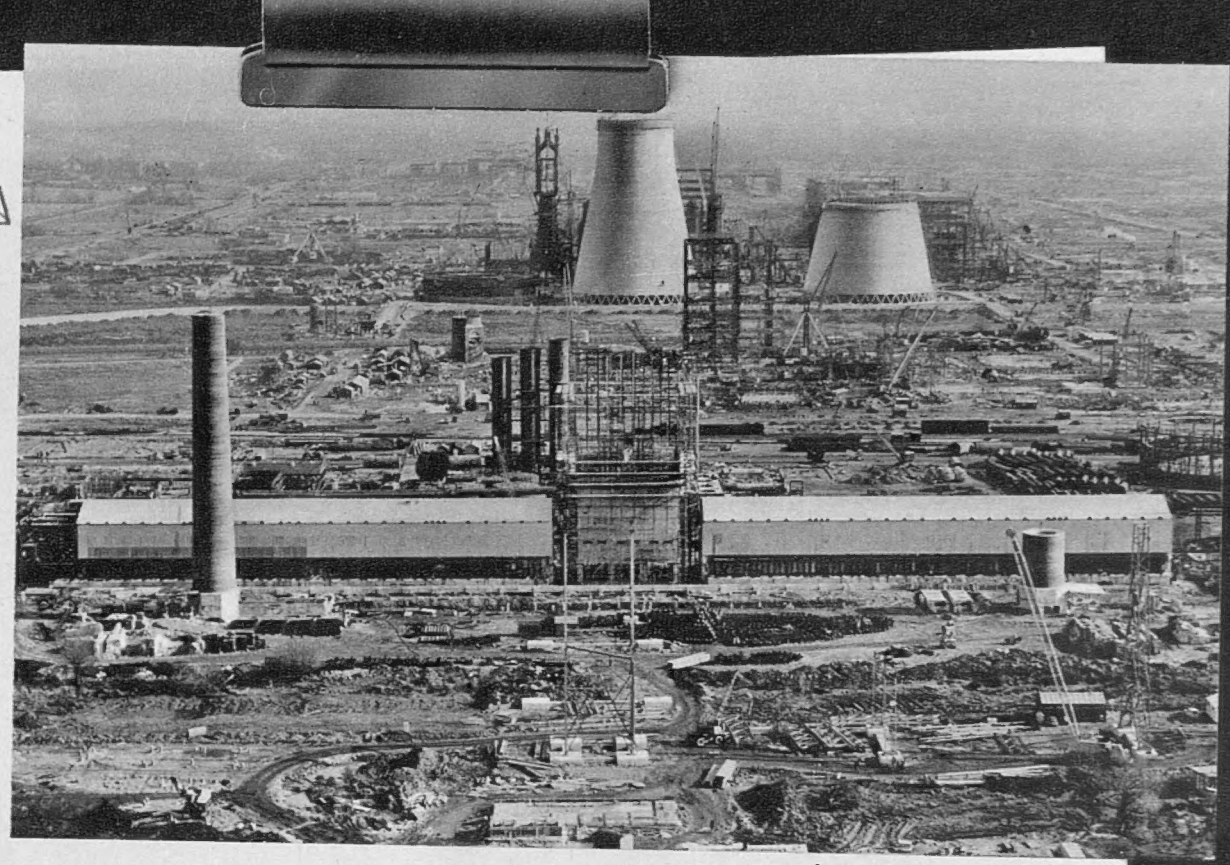
SPENCER WORKS TAKES SHAPE



As construction work advances a new landmark grows in S. Wales

Near Newport the great new Spencer Works is fast taking shape as Richard Thomas & Baldwins once again make history in steel with the boldest expansion programme ever undertaken by a British steel company. This integrated iron and steel plant will have a capacity, at the first stage, of 1,400,000 tons of ingot steel a year for hot rolling and cold reduction into steel sheets for the motor and other consumer goods trades. The Works will employ some 6,000 Company members drawn from all parts of Wales and outside sources.

RICHARD THOMAS & BALDWINS LIMITED

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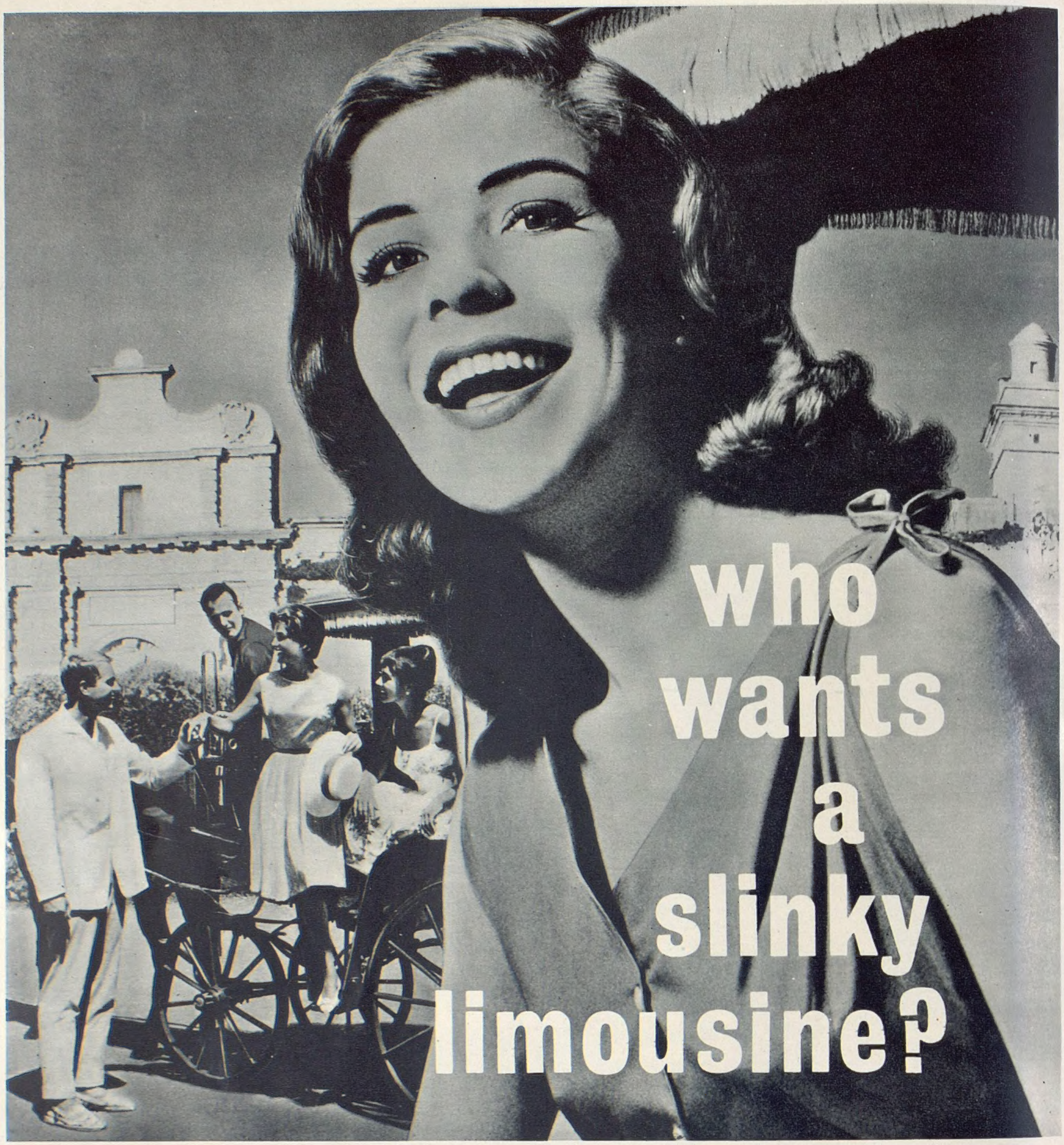
The site of Spencer Works at Llanwern near Newport when work was beginning February 1960



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P.S. *If you've got to have your limousine (and all that goes with it) you'll have it pretty soon now. For Malta's growing, growing, growing to be the gayest holiday spot on the Mediterranean.*

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10 MS 6190

Volume CCXLV No. 3185 LONDON, June 17, 1961

THE SPHERE

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With which are incorporated *The Graphic* and *Black & White*

ROYAL MARRIAGE AT YORK

This photograph of the Duke of Kent and his bride, Katharine Worsley, was taken by Cecil Beaton shortly before their wedding. Their marriage was solemnised in York Minster on June 8 by Dr. Ramsey, Archbishop of York and Archbishop-Designate of Canterbury. The Duke, who is aged twenty-six, succeeded to his title in 1942 on the death of his father on active service. His bride is daughter of Sir William Worsley, Lord Lieutenant of the North Riding of Yorkshire. She is aged twenty-eight. Prince Edward George Nicholas Patrick, Duke of Kent, is an officer in the Royal Scots Greys. In April he represented the Queen at the celebrations of Independence in Sierra Leone. At the wedding, among those present with Her Majesty and other members of the Royal Family was Sir Milton Margai, Sierra Leonean Prime Minister. (Photographs of the engagement and marriage are on following pages)

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AFTER THE ENGAGEMENT

Photographs taken before the marriage

The Duke of Kent and Miss Katharine Worsley are photographed in the grounds of Kensington Palace in London after the announcement of the news of their engagement on March 8

Miss Worsley shakes hands with the Duke's pilot before the flight to Sierra Leone in April

The Duke with his mother, his sister and his fiancée on his return from representing the Queen at the Sierra Leone Independence Celebrations

Willa Worsley, a bridesmaid, meets her aunt at London Airport

As they start on their wedding procession at the conclusion of their marriage service in York Minster, the Duke and Duchess of Kent pause to pay homage to the Queen. Dr. Ramsey, the Archbishop of York and Archbishop-designate of Canterbury, who conducted the service, is in the centre foreground. On the other side of the aisle, opposite the Royal guests, are members of the bride's family. In front of the choir screen behind the altar are the Gentlemen-at-Arms. In the transept in left background are trumpeters of the Royal Scots Greys, the Duke's regiment. After their wedding the Royal couple were acclaimed along the 20-mile route as they drove to Hovingham Hall for the reception

A CURTSEY FOR THE QUEEN

The Duke of Kent in full dress uniform arrives at the South Door of the Minster

The bride's dress is adjusted before she makes her entry into the church

START OF THE WEDDING

The first Royal wedding for over 600 years in York Minster took place on June 8 when the Duke of Kent married Miss Katharine Worsley, of Hovingham Hall, in the North Riding. The great Perpendicular Cathedral, one of the largest in England, was a scene of colour and splendour. Television cameras enabled millions of viewers not only in Britain but also in France, Belgium and the Netherlands to follow the ceremony.

The rain, which had been falling on the spectators gathered outside the Minster and in the streets of the city, cleared away an hour before the wedding and the sun came out. The Queen, the Duke of Edinburgh, in Field-Marshal's uniform, Queen Elizabeth the Queen Mother and other members of the Royal Family and of numerous Royal families of Europe were among the guests. Three grandchildren of Queen Victoria were present. They were ex-Queen Victoria Eugénie, widow of ex-King Alfonso of Spain; Princess Alice, Countess of Athlone, and Lady Patricia Ramsay. The crowds watching the arrivals gave a special welcome to the bridegroom's mother who, because of her son's marriage, has taken the title of Princess Marina, Duchess of Kent.

The service was conducted by Dr. Ramsey, Archbishop of York and Archbishop-designate of Canterbury, assisted by Dr. Milner-White, the Dean of York. It was held before the Nave Altar, which stands in front of the richly carved stone choir screen. Trumpets announced the arrival of the bride—she was a few minutes late—and she walked up the long aisle on the arm of her father, Sir William Worsley, to meet her future husband. The Duke was wearing the blue and red dress uniform of his regiment, the Royal Scots Greys, and the best man was his brother, Prince Michael of Kent.

The Queen, in lilac silk coat and dress with a matching hat, the Duke of Edinburgh and the Prince of Wales

Some surprise was caused among the congregation during the actual ceremony of the marriage. The bride promised to obey her husband. The word was not included in the printed order of the service, which was according to the 1928 "Deposited" or Revised Prayer Book. ("Obey" occurs in the promises in the 1662 Prayer Book.) However, it was learnt afterwards that the word had been used at the express wish of both bride and bridegroom.

At the end of the religious ceremony, the Register was signed in the Choir, to which the Queen and the Duke of Edinburgh were escorted by the Archbishop. When the witnesses had returned to their seats, the Duke of Kent and his Duchess came out, followed by the bridal attendants, for the procession down to the West End, the organ playing the "Toccata" from Widor's "Fifth Symphony."

Bells rang from the churches of York as the newly-married couple drove away and bells also greeted them at Hovingham Hall, where the wedding reception was held. When it was over members of the Royal Family gathered at the entrance to give the Duke and Duchess a send-off. They left for the R.A.F. station at Linton to fly to Birkhall, on the Balmoral estate, where they are spending the first part of their honeymoon.

Miss Katharine Worsley, escorted by her father, Sir William Worsley, and followed by her attendants, reaches the top of the Nave where the Duke of Kent is waiting at the side of Archbishop Ramsey and Dean Milner-White. **Below:** In the front row of the Royal guests ex-Queen Victoria Eugénie of Spain is to left of the Queen Mother

The second part of the ceremony. Having been joined together as man and wife, the Duke and Duchess of Kent kneel before the Archbishop and Dr. Milner-White who are standing in front of the altar

MARRIAGE CEREMONY

The most solemn moment of the marriage service in York Minster. The Archbishop administers the vows to the bride and bridegroom. Sir William Worsley and Prince Michael stand behind them

To the music of pipes, the Duke and Duchess pass under an arch of crossed swords as they leave the Minster after their marriage

Princess Anne, the chief bridesmaid, is with Sandra Butter

The Royal procession down the Nave at the end of the service

RECEPTION AT HOVINGHAM HALL

One of the first formal portraits of the Duke and Duchess of Kent after their marriage. It was taken by Cecil Beaton in Hovingham Hall

A wave from the bride on arriving back at Hovingham Hall with her husband to receive their 2,000 wedding guests

A Royal gesture at the end of the reception. A kiss from the Queen for the new member of her family

With the Duke and Duchess of Kent and the Queen in this group are, standing, from left: Princess Alexandra; Mr. and Mrs. Marcus Worsley; Princess Marina, Duchess of Kent; Mr. Oliver Worsley; Prince Michael of Kent; Sir William Worsley; Princess Anne; Lady Worsley; the Prince of Wales; the Duke of Edinburgh; Queen Elizabeth the Queen Mother and Mr. and Mrs. John Worsley. Sitting in front are, from left: William Worsley; Edward Beckett; Simon Hay; Katherine Ashley Cooper; Diana Worsley; Sandra Butter; Joanna FitzRoy; Jane Spencer; Emily Briggs and Willa Worsley. This is another Cecil Beaton photograph

Guests wave and pipers play to send the Duke and Duchess off on their honeymoon. The first part is being spent at Birkhall, the second in Majorca

The Queen takes the salute at her birthday parade after the Trooping of the Colour on Horse Guards Parade in London. The ceremony was relayed on television to Russia

Her Majesty with Prince Andrew on the balcony of Buckingham Palace after the Birthday Parade. It was the sixteen-month-old Prince's first appearance on the Palace balcony

NEWS SUMMARY

International conferences; memoranda from Russia; the Common Market; trouble in South America; changes in Turkey

The fourteen-nation conference on Laos met again in **Geneva** last Monday after a break of five days. Over the week-end, Lord Home, who had flown out from London, and Mr. Gromyko, the joint chairmen, had discussions and agreed to send a message to the three-nation international control commission in Laos. The message called on all sides in Laos to assist the commission in its task of supervising and controlling the cease-fire.

Two memoranda given by Mr. Khrushchev to Mr. Kennedy during their meeting in Vienna were published in **Moscow** last Saturday. Russian sources stated they were being released because of " misrepresentations " in the Western Press. One of the documents dealt with Berlin and Germany, the other with nuclear tests. Neither contained anything new. Regarding Germany the Soviet Prime Minister said a conference must be summoned " without delay." If, within six months, the West were not willing to participate in a peace treaty, Russia would sign a separate arrangement with East Germany. West Berlin, it was added, must be " neutralised." The memorandum on nuclear tests restated the Russian position that a test ban treaty should be part of an agreement on general disarmament.

Professor Carl Gustav Jung, the distinguished Swiss psychiatrist, died at his home in Kuesnacht, in Switzerland, on June 6, at the age of eighty-five. Early in his career he was associated with Freud. Later their views diverged, Jung concentrating on his theory of the Collective Unconscious.

New moves on Britain's participation in the Common Market were made as a result of Mr. Diefenbaker's speech in **Ottawa** on June 9. (In it the Canadian Prime Minister called for full-scale meeting of Commonwealth ministers to discuss the problems raised by Britain's possible entry into the Six.) It was expected in London an announcement would be made this week that Mr. Duncan Sandys, the Commonwealth Relations Secretary, would soon visit Canada, Australia and New Zealand and possibly some other Commonwealth countries.

Reference to the Common Market was made by Sir Anthony Eden last Saturday in his first major public speech since he resigned as Prime Minister in 1957 during the Suez crisis. Speaking at a rally of Young Conservatives at **Wetherby** in Yorkshire, he said that the Common Market " may well shape the future of Europe and of much else besides." But, he declared, Britain " must see the conditions it is asked to accept and see them in whole and in detail " before a decision is made whether to join it.

With more trade unions coming out in favour of multilateralism, it has been generally conceded that Mr. Gaitskell should win his battle against the unilateralists at the Labour Party Conference next autumn.

The London newspaper, the *Sunday Dispatch*, which was founded 160 years ago, is to be merged with the *Sunday Express*. A statement to this effect was made last Sunday.

An increasing number of reports from **China** speak of a very serious economic crisis there. Not only are there grave shortages of food. It is also stated that owing to faulty planning many factories are at a standstill and industry is disorganised.

Midway through Mr. Adlai Stevenson's seventeen-day tour of **Latin America** on a good-will mission at President Kennedy's request, there were riots in **Brazil** last weekend. Units of the Brazilian Navy and Army reinforcements were sent to the north-east states of Brazil. According to President Quadros, these measures were to deal with student riots in Recife. North-east Brazil is a poverty-stricken region, where Communism and Dr. Castro's theories of Socialism have gained considerable support. At the time of the riots, Mr. Stevenson was having discussions with President Quadros in São Paulo.

It was believed that these would follow the same general pattern as Mr. Stevenson's recent talks with other Latin American heads of state. He urged that economic and social problems should be tackled collectively so that a united front might be presented to the threat of Communism and the spread of Dr. Castro's influence. In recent weeks there have been reports of suppressed coups against the Governments of Uruguay and Bolivia.

There was another upheaval in the military government of **Turkey** last week. General Cemal Madanoglu, former commander of the Ankara military area, relinquished his post and tendered his resignation from the National Unity Committee (the ruling military junta under General Gursel). Another influential member of the junta, Colonel Osman Koksal, resigned as commander of the presidential guard. These events were reckoned by outside observers to indicate a shift of power inside Turkey *vis-à-vis* the armed forces and the National Unity Committee. It has been reported that the Turkish High Command has become dissatisfied with General Gursel's handling of the nation's affairs since the overthrow of Mr. Menderes. Nevertheless General Gursel has recently re-affirmed his plan to hold general elections as soon as possible so that the military government can hand over to a civilian régime.

A CORPORAL MISSILE BEFORE LAUNCHING OVER THE GUIDED MISSILE RANGE IN THE HEBRIDES

FUELLING THE CORPORAL ON BENBECULA—THE LOADERS HAVE TO WEAR PROTECTIVE CLOTHING

THE NEWS IN PICTURES

The Royal Artillery's guided missile range in the Hebrides affords the only live practice facilities in Europe for firing the U.S. Corporal missile which is capable of carrying a nuclear warhead over distances from 30 to 80 miles. Missiles are fired from the bare, rocky South Uist towards St. Kilda, where radar posts estimate the landing point. These pictures were taken during the final practice firings by 27 Guided Weapons Regiment (Field), R.A., on the visit by representatives from Nato's Northern Army Group

THAMES SAILING BARGE RACE

During the annual Thames Sailing Barge race in the Thames Estuary, *Veronica*, a 56-ton Bowsprit class barge, is under full sail. She won the race from twelve other entries. This year there was very little wind to assist the barges. Consequently the course, which begins below Gravesend, was shortened

Right: In her G.W.R. livery, No. 4073, *Caerphilly Castle*, the first of the famous Castle class steam locomotives, stands at a platform at Paddington Station before being handed over to the Science Museum, London. Built in 1923, *Caerphilly Castle* was only retired last year from service with British Railways. Castle class locomotives were being produced until eleven years ago

THE PASSING OF THE STEAM ERA

b

THE NEWS IN PICTURES

The President of Cyprus and the President of the U.A.R. walk along the carpet at Cairo Airport and acknowledge the applause from spectators. Archbishop Makarios had just arrived for his six-day official visit to the U.A.R. He at once began talks with his host. It was understood President Nasser was hoping to try and persuade the Archbishop to lessen Cypriot trade with Israel and would call to mind the support given by the U.A.R. to Eoka during the Cyprus troubles. On his side, President Makarios was probably more sympathetic towards President Nasser's plans for a Summit of the non-aligned states. From Cairo he was to go to Alexandria and Damascus

ARCHBISHOP MAKARIOS AND PRESIDENT NASSER IN CAIRO

Mr. Modibo Keita, the Head of State of the Republic of Mali (formerly French Soudan), and Madame Keita arrive at London Airport. During their four days in London their engagements included a luncheon with the Queen at Buckingham Palace. President Keita had talks with Mr. Macmillan and Lord Home, attended Question-time in the House of Commons and addressed the Royal Institute of International Affairs. Soudan, Upper Volta, Dahomey and Senegal formed the Federation of Mali in 1959. It was finally broken up in August last year

THE PRESIDENT OF MALI AND HIS WIFE

Far right: The former ruler of Egypt talks at a reception in Rome with Cardinal Tisserant, Dean of the Sacred College of Cardinals. Ex-King Farouk, who is aged forty-one, succeeded to the throne in 1936. He abdicated in 1952 after the military coup which led to the Republic and the rise of Colonel Nasser

EX-KING FAROUK WITH CARDINAL TISSERANT

Men of the King's African Rifles march through the forests on the slopes of Mount Kenya. This is the area where there have been recent reports of large-scale illegal oath-taking by a terrorist organisation modelled on Mau Mau. Responsible African leaders are stated to be seriously disturbed by these reports. They have held meetings to counter these illegal activities

AN ANTI-MAU MAU PATROL IN KENYA

Far right: The boot of a car is examined for illegal arms on a road in Zanzibar. By the middle of last week the death-roll in the Afro-Asian racial riots which followed the general election was stated to be 57. Injured numbered 360, and 598 people had been arrested. However, the situation was much quieter

SECURITY CHECK IN ZANZIBAR

JOHN CONNELL

NO CONCESSION GAINED OR GIVEN

President Kennedy has been home more than a week and has made his report to the people of the United States. It has proved far from easy to assess the real and lasting effects of his whirlwind European tour. Perhaps its most important, though by no means its most obvious, benefit has been on President Kennedy's own character and outlook. He has been, I suspect, sobered and cheered and strengthened. After the Cuban fiasco, the man who had come in to reinvigorate American political life and policies appeared suddenly rudderless. Was he, after all, not strong enough, not resilient enough, to be able to cope with the adversities and the hardships (and the hostile criticisms) which are inevitable in the tenure of his great office? Why did the man who had so eloquently rejected the diplomacy of summitry take himself off so suddenly to Paris, Vienna and London?

The answer, I fancy, lies in a profound, but nowadays too little noticed fact, expressed in a nursery—or pub—saw: we are all of us human, after all. While in one aspect the Press and all other media of mass communication tend to vulgarise, and therefore to diminish, both the dignity and the complexity, the privacy and the uniqueness of human personality, in another aspect they glorify—and therefore arouse extravagant expectations about —certain attributes of talented, but ordinary human beings.

This perpetual mixture of magnification and denigration affects those who are in the limelight as much as those who watch, listen and read. President Kennedy has been subjected to both types of treatment in the past few weeks; and he has been visibly and severely shaken by it. Behind the smooth and splendid façade there are real flaws, real human weaknesses; and it has been the President's uncomfortable, but salutary, task to come to terms with himself. In that respect his journey to Europe has been not merely useful, but of crucial importance in Mr. Kennedy's career.

Oddly enough the process of recovery began in Paris. President Kennedy genuinely admires President de Gaulle. General de Gaulle can be a frosty and a prickly host, and he is quite merciless to insincerity and showmanship. However, Mr. Kennedy showed his admiration eagerly and truthfully; and despite deep, if not entirely fundamental, differences on international relations, General de Gaulle responded and took his guest at his true worth. This was a heartening prelude to Vienna. An encounter with Charles de Gaulle is always, in my belief (which I have tried to express on this page more than once), a bracing experience, because of the quality—rare in statesmen—of total, if bleak, truthfulness in him. And France to-day is de Gaulle's France: she may be difficult, she may have discovered a new, contemporary meaning for a word such as " glory," but she will not betray her friends and appease her enemies at their expense.

Thus fortified the President moved on to Vienna, to meet Mr. Khrushchev in a mood which was all the more intransigent because it was, for once, courteously expressed. It is worth hazarding the opinion that Mr. Khrushchev is also learning his job as he goes along. Perhaps he has discovered that shouting and stamping and a wealth of rude and bellicose gestures do not take him much distance; he can get all he wants, just as easily, by being polite as well as inflexible.

In Vienna, except over Laos (which, in essence had been agreed before the meeting), the Russian leader did not budge an inch. He was the spokesman for the Communists all over the world, and they have not abandoned their drive towards world domination. To what extent are the Chinese shaping Communist policies? I think that what happened at Vienna—it is possible to describe it as what did not happen—shows that Chinese influence is intensifying in Moscow; and that their analysis of East-West relations is prevailing again. They urge Mr. Khrushchev to be inflexible in his dealings with the Americans, and Mr. Khrushchev is duly inflexible.

The Communists have in fact won in Laos: their tactics have proved as formidable as their strategy, and they have won for one fundamental reason: the West is not, and never has been, united over Laos. The Communists bided their time and exploited our differences. The lesson stands out starkly enough. Berlin is almost certainly the next focus of tension. The Communists have not deigned to conceal their purposes. If the West is to find and demonstrate unity, it must be on Berlin. In Paris before, and in London after his meeting with Mr. Khrushchev in Vienna, President Kennedy received the firmest reassurances on this issue. Mr. Macmillan, no less than President de Gaulle, means what he says about Berlin. But President Kennedy is by no means alone in wondering whether, in fact, we in the West have the practical power to back up our resolution ; whether indeed, as I sought to point out last week, America's allies are pulling their full weight in the Atlantic Alliance.

The Communists on their side do not have this worry. Their unity is effective because it is compulsory. America has neither the capacity nor the will to compel her allies into line. She can and she will exert certain pressures in the direction of policies which she wishes to pursue —over Africa, for example, and over the European Common Market. The United States Administration firmly believes that these policies will make the defence of the non-Communist half of the world more effective; but all intelligent Americans realise that there are limits beyond which pressure, or persuasion, cannot trespass. It fell to President de Gaulle, rather than to Mr. Macmillan, to fix those limits in Mr. Kennedy's mind.

In spite of smiles, " a very sober two days." President Kennedy and Mr. Khrushchev in Vienna. Mr. Gromyko stands between them

That it was so has to be frankly admitted in Britain, for a number of deeply disquieting reasons which I intend to discuss in a subsequent article; but for the moment let us merely concede that the Americans would like us to do a good deal more than they think we show signs of doing. Behind all the friendliness of President Kennedy's visit to London, there lay this unspoken belief.

The President laid no especial stress on it in his report to the nation on the evening of June 6, but the praise which he bestowed on General de Gaulle made the point for him extremely effectively but without discourtesy. General de Gaulle is clearly, in the American President's view, the outstanding statesman of our time, and the Franco-American alliance is at least of equal importance with the Anglo-American alliance. These are views to which we shall have to adjust ourselves; and there are many who believe that, with France's resurgence, they are fully justified.

Over his experiences in Vienna, President Kennedy was refreshingly forthright. He described his stay there as " a very sober two days," and he differentiated sharply his meeting with Mr. Khrushchev from a summit conference. It was not intended, he pointed out, to be a summit conference, and no summit conferences are planned. By far the most important part of his report was this: " No advantage or concession was either gained or given. No major decision was either planned or taken. No spectacular progress was either achieved or pretended."

There it is: in international affairs as in the realm of individual personalities, are we perhaps coming towards the end of the era of false polarisation? Of the alternation of delusively high hopes and foolish pessimism? Of expecting every major world difference to be solved in a single all-embracing conference, and of being in consequence sickened with fright when this expectation is unfulfilled? Is there a chance that we are going to begin to learn that the conflict between Communism and what we think of as freedom is going to be with us for as far ahead as we can foresee, and that this is a basic political reality with which we must learn to live, not merely from day to day, but from year to year, and perhaps from one generation to another?

There is no grand, millennial solution. There is just the task of slogging on, and of trying to demonstrate to Mr. Khrushchev and to Mr. Mao, and to their successors, that their belief in the ultimate triumph of Communism is a delusion, and that our way of life, imperfect as it may be, is ours and that we are sticking to it.

A Tudor bedstead is one of the exhibits on show at the Antique Dealers' Fair and Exhibition in London which was opened by Mr. Antony Armstrong-Jones last week. The exhibition closes on June 22

Members of Queens' College, Cambridge, and guests gather outside the n named the block, designed by Sir Basil Spence, Erasmus Building, after

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

VIENNA WALTZES? On May 16 last year Mr. Khrushchev sabotaged the Paris "Summit." The match was abandoned without a ball being bowled. It was Mr. Macmillan who had pinned his high hopes of success on that sad occasion, and Mr. Khrushchev who quite unexpectedly dashed that hope. This year it was Mr. Khrushchev who spoke so exuberantly of success for the Vienna "Summit." It was, of course, a smaller, more personal, less agenda-defined summit, just a meeting between two great heads-of-state to make acquaintance and explore avenues that might lead to world peace and a new sense of security. On the eve of the meeting, I wondered whether history would repeat itself and I came to the conclusion that on paper, at any rate, it would not. I could not believe that Mr. Kennedy could possibly play the part which Mr. Khrushchev played in Paris or that Mr. Khrushchev, after his optimism, could dare repeat his Paris role in Vienna. I concluded that the world would receive one of those nicely worded reports of " business done " (even if nothing was given away), which speaks of a cordial exchange of views on a variety of subjects, a friendly exploration of a variety of avenues and a general agreement that the meeting of the two K.'s had served a useful purpose. "Fruitful" was sure to be the adjective (and the word covers lemons and raspberries, as well as strawberries). The world expected no miracles, and will therefore not be disappointed by a vaguely hopeful and colourless report. But the world would have been very much disappointed and shocked if either Mr. K. had repeated the Paris bombshell in Vienna. They didn't. They batted and bowled on a friendly, easy wicket and the scorers chalked up what few extras were signalled. But the score did not amount to much.

THE NEW REPUBLIC. Ours is not the only way of dealing with strike threats, i.e., doing nothing at all, but hoping that the threatening or striking strikers will see reason, come to their senses and " act constitutionally." Other countries in Europe have met such threats by the system of military conscription. The South African Government have gone back to Lewis Carroll and Gilbert for a very bright idea. Why not arrest all the workers and then there won't be any workers to strike? True, no work will be done, but you cannot possibly call it a strike. So the strike threat is defeated and by strong Government action. *Q.E.D.* I suppose there are holes in this Alice-in-Wonderland logic. A republic, especially a new one, has got to live, and it lives, as most of us do, by taking off its coat and doing a job of work; and the new Republic starts life with very little in the kitty. It hasn't much left in the way of reserves against a rainy day. Doctor Verwoerd and his Government are very strongly entrenched. Opposition to them politically is too much split into divisions of race, language and colour to penetrate their defences. But it is not enough for a new republic to start with a physically strong government. It must be strong enough to persuade its workers to work. It is as important to be strong economically as politically or in the enforcement of law and order. The reaping hook is as useful as the club, and both will be necessary for some time to come before the new Republic sails on a steady keel out of the red and into the blue.

THE LAW'S DELAYS. There may be a good case (or there may not) for increasing Ministerial posts, but there seems no doubt at all that the increase last January in High Court Judges has proved as quickly successful as it was necessary. In Queen's Bench Division actions awaiting trial were, in only five months, reduced by three-eighths. In the Chancery Division it is the same story. In the Court of Appeal, which for years has faced ever-increasing business, less spectacular but steady mopping-up has been done. The Court of Criminal Appeal is a case apart. For some years past, notices of appeal by convicted persons have flowed in to such an extent that the current rate is nearly 3,000 a year, against 1,000 in 1956. Of course, the increase in crime accounts for much of this spate but the undoubted fact that criminals are better educated than formerly and are becoming well aware of their legal rights, and enjoy their extra hours of limelight before a Banc of grave and courteous signors as a welcome relief from prison regime, is another factor. Even in this court in five months, the Appeal Judges, sitting sometimes in three divisions, have wiped

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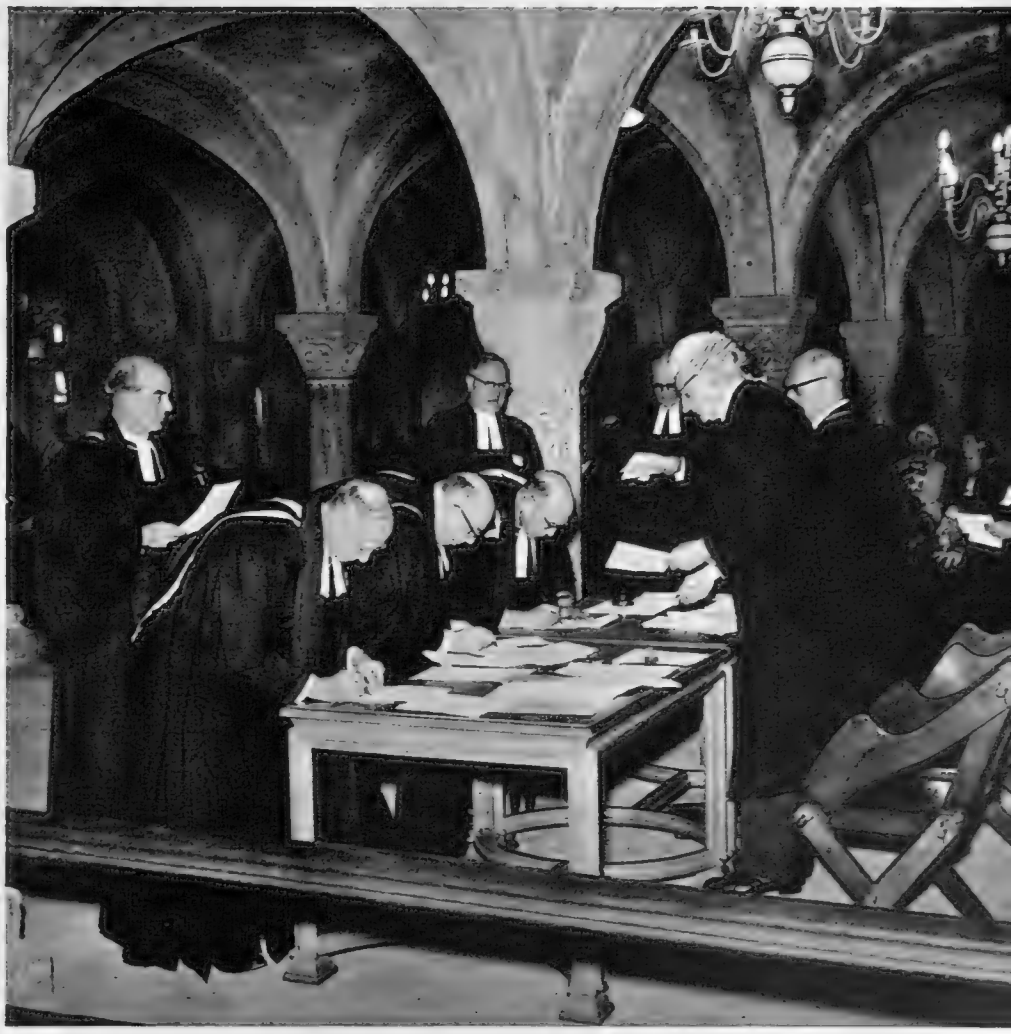
ew building at Queens' for the opening ceremony performed by the Queen Mother. She he European humanist who spent some years at the college in the early sixteenth-century



In the chapel of our Lady Undercroft in Canterbury Cathedral, members of the Chapter sign the schedule electing Dr. A. M. Ramsey as the 100th Archbishop

The Queen Mother talks to boys at the Leys School, Cambridge. During her visit she opened the school's new West House, which cost £100,000 to erect

off as many pending appeals as in the whole of 1958. And that is a vital necessity in a Court of Appeal, in which congestion threatened to delay the hearing of a " genuine " appeal with a fair chance of revision, until the appellant's sentence might be half-served.

THE DERBY—A HUMAN " OAKS." The first three in the Derby of 1961 were all owned by women, and all of them foreigners by birth or marriage. How odd that would have seemed in Victorian or even Edwardian days ! How true it is that sport is international, the equality of the sexes well established and the Valhallas of our national sports, from Epsom, Aintree and Ascot to Wimbledon and Wembley, are shared by the nations. It only remains for Lord's to stage an international Ladies' Day. As for Psidium, its owner, Mrs. Arpad Plesch, never bets, and advised her friends not to put a shilling on her outsider, while her husband put some of his shirt on an Irish horse. But the result gave pleasure to many. Mrs. Plesch netted about £35,000, the bookies probably smiled, two French jockeys had nothing to complain about, trainer Harry Wragg was on top of the world, and I suppose a score of wild punters-on-outsiders got a return of £90 for a risked pound. But I daresay a large number of middle-aged racegoers, who follow and understand " form," scratched their thinning hair under their grey toppers and felt momentary doubts about form, breeding and tradition, and about what a close study of these matters can do, or fail to do, to give them a profitable Epsom meeting.

ADDERS. The sudden emergence of the adder or viper as a real danger to hikers and children is curious, perhaps only coincidentally. Britain has but three varieties of snakes and only the adder is dangerous. The number of deaths from adder bites recorded is utterly trivial, and permanganate of potash has usually been regarded as an adequate household remedy, unless the bite is on an artery. The adder with its very distinctive marks should not be confused with the harmless grass snake but constantly is; and though I have seen innumerable identification pictures of the two species, none of them very clearly safeguards the grass-snake from wanton destruction. All the same, I am inclined to think that more adders have been beaten to death, though supposed to be grass-snakes, than is generally believed. To many people any snake is a thing of horror better eliminated. It is the worst and a rare mischance if an adder gets in a bite on a vital spot. Its first thought is to escape. Here in the New Forest there are adders in plenty, and grass-snakes in plenty near the wet spots. The latter are often to be seen in the little streams and marshes, the adders on the heather or on sun-baked tracks. I should say that dogs and browsing ponies are much likelier victims of the adder on Highland moors and English commons than are children. But there does seem to be a good case for storing the essential serum more locally than, for reasons of economy, is at present done.

PETER SIMPLE AND THE OLD STAGER. I am not so vain as to imagine that " Peter Simple " of the *Daily Telegraph* ever borrows an idea from the author of this *Newsletter*. No doubt it is pure coincidence that the week after I threw a little squib at that curious old museum piece, the *Telegraph's* feature " To-day's Birthday" (carried on from the old *Morning Post*), Peter Simple, a member of the *Telegraph's* staff, himself threw a little squib in the same direction and in the same sense. It was a coincidence which goes to prove that " Mr. Simple " and I share some similar views on the way of the modern world, and extract from it some cynical amusement. For my part, I admit readily that I read and enjoy Peter Simple, but in the nature of daily and weekly publications, it is very seldom that any squib of mine explodes before one from P. Simple at the feet of some subject of our mirth. As a result, I derive more from him than he from me, if indeed he derives anything. But it comforts me to think that among the crowds that saunter through the galleries of our National Museum, there are one or two who laugh in their sleeves at some of the old exhibits and even wonder whether this country, in fierce competition with its harder-headed neighbours, would not be more successful if it replaced some of its more antiquated pomps and vanities with examples of modern machinery and new ideas. Naturally we don't expect to set the whole crowd a-laughing with us. They take their pleasures seriously in the museum, and there is no reason to suppose that they find a rare occasion for a giggle over the antiques. THE OLD STAGER

THE VOICE OF THE COMMONWEALTH

This regular feature is not appearing in this issue of "The Sphere" because of the full coverage being given to the marriage of the Duke of Kent in York Minster. It will be published, as usual, next week.

ENTERTAINMENT

LION OF SPARTA

" Go, tell the Spartans, thou who passest by,
That here obedient to their laws we lie."

Simonides' Greek epigram of the last words of Leonidas at Thermopylæ is perhaps the most famous reminder of an epic battle. Thermopylæ, a narrow pass north of Athens, was the site of the conflict in 480 B.C. between a small detachment of 300 Spartan soldiers under their ruler Leonidas and the huge hordes of the invading Persians under Xerxes. Although Leonidas and his Spartans were overwhelmed, their stand led to victory by a united Greece. The 20th Century-Fox film, *Lion of Sparta*, to be seen in London later this summer, is a popular historical reconstruction of the battle and the events which led up to it. Directed by Rudy Mate, it stars Richard Egan as Leonidas, Sir Ralph Richardson as Themistocles, and Diane Baker as Ellas. The picture is the first large-scale historical epic to be filmed entirely in Greece. It is a sad commentary on the passage of time that erosion has altered the shape of the pass at Thermopylæ, so that the film-makers were forced to find another pass, suitably narrow and rocky—by the shores of Lake Vouliagmeni, not far from Athens.

A Spartan soldier aims his spear during the battle of Thermopylæ

Themistocles (Sir Ralph Richardson), right, describes the relative positions of the Athenian and Persian fleets to Pentheus (Robert Brown), Leonidas (Richard Egan), and Agathon (John Crawford)

In their final stand, Leonidas and his Spartans are pushed back by the Persians

The personal troops of Leonidas advance in close order. Lef
Xerxes (David Farrar) and Artemisia (Anne Wakefield), that

In the Persian camp the soldiers, confident of victory, relax before the battle. **Below:** Part of Xerxes' cavalry passes through the elaborate camp

ydarnes (Donald Houston), extreme left, tells
ay has been found round the pass of Thermopylæ

YORK

One of Britain's most historic cities

"The City of York," it has been written, "is the most visibly historic city in our entire island." The claim is not without justification, for there can be few other cities where one can find such splendid evidence of development through the ages. There was probably an ancient British settlement at the junction of the rivers Ouse and Fosse but the Romans were the founders of the city, to which they gave the name Eboracum. Here was the base for the legions engaged in perpetual strife against the Picts to the north. Christianity came to York in the seventh century and soon it was a renowned centre of learning. It is most fitting that the city should at long last be having a modern university.

Much of the glory of medieval York survives, in guild halls, in inns, in numerous other buildings and in the names of the streets such as Jubbergate, the Bedern, Lady Peckett's Yard and Whip-ma-Whop-ma-Gate (the Street of Punishment). The Tudor, Stuart and Hanoverian periods all made their contributions. The present Castle Museum was originally an eighteenth-century prison.

Above all, York is a city of churches. In St. Peter's Minster there is Norman work in the crypt and the transepts are early English but the bulk of the building is medieval Gothic. The Minster and many of the parish churches together contain a unique collection of stained glass windows, the heritage of the York glass painters of the Middle Ages. This is one of the many distinctions of the "capital of the North." Another is that it is the only city in England which has both an Archbishop and a Lord Mayor.

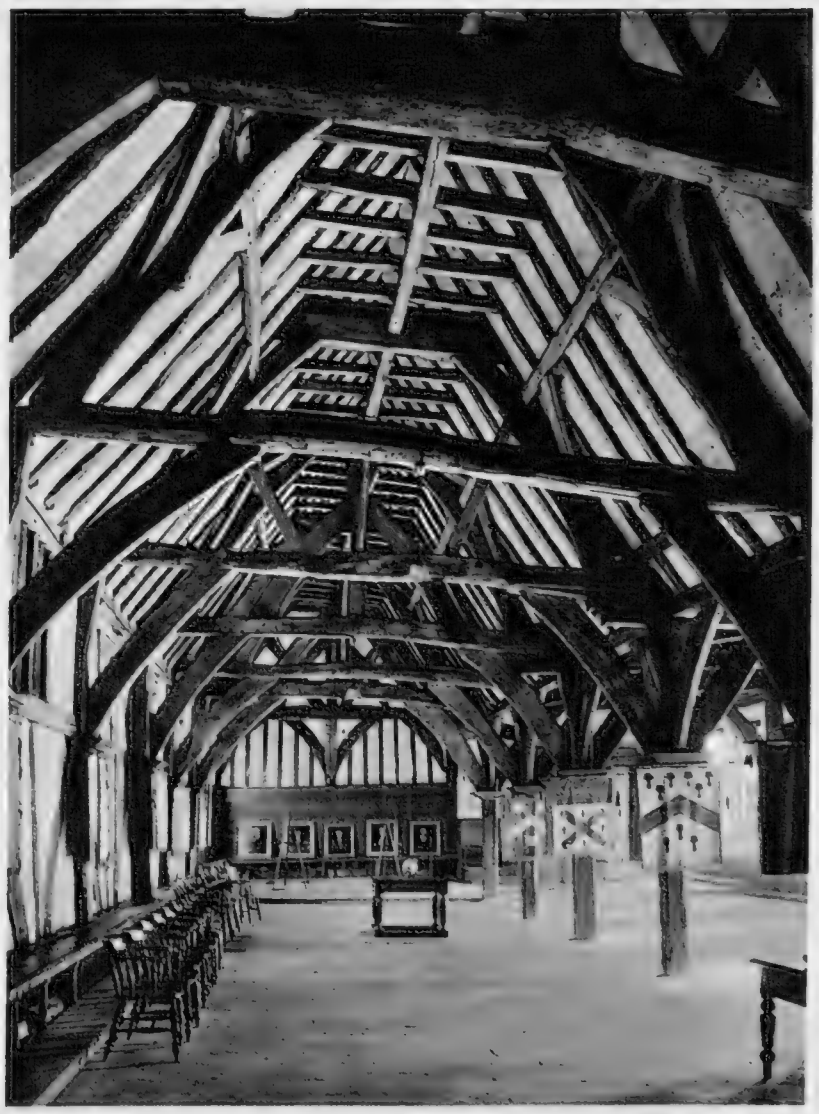
The High Altar in York Minster and behind it the great East Window, a splendid example of medieval glass

A section of the wall which encircles York and gave the city strong fortifications in the Middle Ages

The arched doorway of the almshouse in Bootham is

The Cathedral and Metropolitical Church of St. Peter—commonly called the Minster—rises above other ancient buildings and old streets in the city of York. The central tower is 198 ft. high and the west towers 196 ft. The photograph was taken when there was no scaffolding at the West End

n work



The Great Hall in the Merchant Adventurers' Hall was built about 1370

Reconstruction of a Georgian Street in the Castle Museum

BRIAN VESEY-FITZGERALD

THE PEOPLE OF HAMPSHIRE

I have been re-reading W. H. Hudson's *Hampshire Days*. One sentence, particularly, has struck me afresh: "On going from any other district in southern England to the central parts of Hampshire one is sensible of a difference in the people." Would you agree? I imagine not. I think that now everybody would say: "Oh well, it may have been so then, but not now: you couldn't tell any difference now."

But Hudson did not die all that long ago. There are men living who knew him well. Even I have walked and talked with him, though I was only a boy at the time. Hudson did not die until August 18, 1922. But it is a strange thing about dead authors: they seem with their deaths to recede. No longer does one think of Hudson as a contemporary, more or less. The younger generation, even men of thirty or so, do not appear to think of him even as a twentieth-century man, though they will correctly assign Bonar Law, Asquith, Woodrow Wilson, French and many other historical or political, but lesser figures, to the twentieth century. (You can see the same thing actually happening now with the late H. G. Wells, a recent departure, who already seems to belong to a past age.)

Hudson lived into the "jazz age," into the age of disillusion, the "aspirin age" of America, the "long week-end" of Britain. Those words from his one particular Hampshire book are twentieth-century words. (He was an American-Argentinian of Irish extraction, and an Englishman only by inclination and residence—and even then the residence was London—but he was a Hampshire man at heart, and that county is always cropping up in his writings.) They were not written until the closing days of 1902. Less than sixty years ago. Can Hampshire folk have altered so much in so short a time? Or was there never a difference? Was this just Hudson's imagination?

The last two questions can be answered at once. There was a difference: it was not Hudson's imagination. The difference was noticed not only by Hudson: it was also noticed by Gilbert White, by Charlotte Yonge, by Daniel Defoe, by Charles Kingsley, by William Cobbett. All five refer directly to the difference of Hampshire folk. True, they do not all tie it down specifically, as did Hudson, to the central parts of the county. But nor did Hudson all his life. By 1910 (he knew the county much better then) he thought the difference applied to Hampshire people as a whole, and he was of the same opinion as late as 1921.

In the passage from which I have quoted, Hudson goes on to pick out four neighbouring counties—Devon, Dorset, Somerset and Wiltshire—in which he sees a family likeness. He goes on: "But if I were to make them five by adding Hampshire, the verdict of nine persons out of ten, all equally well acquainted with the five, would probably be that it was the least interesting. They would probably say that the people of Hampshire were less good-looking, that they had less red colour in their skins, less pure colour in their eyes: that they had less energy, if not less intelligence, or at all events were less lively and had less humour."

Personally, I cannot imagine what made Hudson think that there is a family likeness between Somerset and Hampshire, or Devon and Hampshire for that matter. I can see none. Between Hampshire and Wiltshire, Hampshire and Dorset, Hampshire and Berkshire or Sussex or Surrey; yes, I can see some resemblance. These were the counties with which the other five authors I have mentioned made their comparisons.

Mind you, they did not all see the difference quite as Hudson did. You would not expect Gilbert White or Charlotte Yonge, both Hampshire through and through, to do so; they would be unlikely to admit their fellows less good-looking or less intelligent. (Hudson, of course, was extremely race-conscious—he could always pick out Spanish blood, and there is a good deal in Hampshire—and too prone to judge by appearance.) But White and Charlotte Yonge were both conscious of the difference that impressed Defoe, Cobbett and Kingsley, who were not Hampshire men. Kingsley does remark on appearance and disagrees with Hudson. He thought Hampshire folk good-looking and the girls, when young, beautiful "in a strange dark fashion" (that Spanish blood again!), but he also found them intelligent and more hard-headed than the villagers of neighbouring counties.

It is this quality which particularly impressed both Defoe, who also noted the mixed blood, and Cobbett. Defoe, the strongest of realists, remarks more than once on the very hard bargain a Hampshire countryman would drive. But the most interesting is Cobbett, another hard, shrewd realist; for he was born in Farnham, right on the Surrey-Hampshire border. He considered the men from the Hampshire villages in the immediate vicinity of Farnham to be very quick on the up-take, very hard men with whom to do business, altogether shrewder than the men of the Surrey villages.

That is a long time ago. To-day, it is difficult to believe that there could, even then, have been so noticeable a difference in character within a mile or two. But it must have been so. And, in fact, it was so at a much later date. Consider another author: George Sturt, who was born in Farnham, lived all his life on the outskirts of the town, and did not die until 1927. No one knew the district better than he. He thought a Hampshire man could drive a harder bargain and take a point quicker than any Surrey villager. There was a difference: there can be no doubt about it.

Is there still? I live about half a mile from Sturt's house and about a mile from the house in which Cobbett was born. I have done so for a good many years now. I cannot honestly say that I can see any difference at all. I do not think that one would now expect to do so. These villages are today served by a good and frequent bus service (which was not the case even in 1927); people have come to live here from all over the country and commute daily from these villages to London. No longer is the village an entity: rivalry, except for local cricket matches, has disappeared. Virtually, except for rates and such-like, the border has disappeared too. Progress has overwhelmed individuality.

Yet the difference must once have been most marked, for the old belief lingers on. The other day a neighbour of mine decided to buy a pony from just over the border into Hampshire, a mile or so away. She told her gardener, a local man (a Surrey man) in his late sixties, what she was going to do. His reaction was immediate: "Don't ee ever do it, ma'am. No 'un iver got a bargain outa they." It did not matter to him that the seller of the pony was a newcomer, and an Irishman. He lived on the wrong side of the border.

Led by their captain, P. S. Young, Berkhamsted take the field for their match with St. Albans. **Right:** J. G. Spencer (extreme right), St. Albans captain, and his team go out to field

M. J. Sullman (St. Albans) pulls to the boundary for four. He went on to score 103

PUBLIC SCHOOLS CRICKET

BERKHAMSTED v. ST. ALBANS

The match between Berkhamsted and St. Albans, at Berkhamsted on May 27, was notable for some fast scoring and hard hitting. With a strong wind blowing, St. Albans were put in to bat against hostile bowling by M. I. Player and M. P. Bulpitt and it seemed that Berkhamsted's captain, P. S. Young, had been justified in giving the visitors first knock. St. Albans lost three wickets for 34. However, a confident innings of 103 by M. J. Sullman, St. Albans' opening bat, supported by his captain, J. G. Spencer, who scored 27, enabled St. Albans to declare at 173 for nine, leaving Berkhamsted only one-and-three-quarter hours' batting time. M. I. Player took five St. Albans' wickets for 65 runs.

Berkhamsted's innings began well with their captain, P. S. Young, making fourteen in the first two overs. In an effort to add 100 runs in the last hour, the home team came up against consistently accurate bowling from P. W. Yetton who bowled unchanged from one end throughout the innings and took five wickets for 63 runs. B. J. Keeling scored 60 runs for Berkhamsted, C. A. M. Wright 27 and P. S. Young 24. In spite of a bold attempt in the last two overs to score the necessary twelve runs to win, only seven runs came and the game was drawn, Berkhamsted having made 169 for eight when stumps were drawn.

T. R. V. Davis (Berkhamsted) turns a ball to leg

St. Albans' captain, J. G. Spencer, sweeps to leg for 2 during his innings of 27

P. N. Canning (St. Albans) is bowled by M. Player

M. H. M. Ogle, batting for St. Albans, puts one away through the slips

A group of yachts of the Dragon Class racing in the Firth in last year's Clyde Regatta

GABOR DENES

YACHTING

The International Clyde Fortnight, which starts this Saturday, June 17, will have its headquarters at Rothesay. This great yachting festival, organised by the Clyde Yacht Clubs Conference, is extended from a week to a fortnight every fifth year; as in 1951 and 1956, once more the Edinburgh Cup for the International Dragon Class is being raced for during the first week and is followed this year by the Dragon Gold Cup during the second. The attraction of the fine racing waters, lower down in the Firth where there is open water between the Isle of Bute and Wemyss Bay with very little tide to worry about and good clear winds, is making the Dragon events even more popular than before. Fifty-nine entries have been received compared with 43 and 44 respectively competing on the two previous occasions when the Edinburgh Cup race was held on the Clyde. (This Cup was presented by Prince Philip, first raced for at Cowes in 1949, and its rules provide that "it shall be competed for in rotation in the main Dragon areas of the United Kingdom." Therefore the venue changes every year.)

Many distinguished helmsmen are bringing their boats to compete this year. The Duke of Sparta (the Crown Prince of Greece), who was winner of the Olympic Gold Medal in his Dragon *Nirefs* is expected to arrive on Friday the 23rd, too late to compete for the Edinburgh Cup, but in time for the Gold Cup. It is possible that someone else might be sailing his entry for the first series. I heard a rumour that he is having not one but three boats shipped over for the occasion. There are firm entries from the United States, Canada, Australia, W. Germany and Russia. Denmark will be represented once more by Thorkil Warrer, who in his *Lil* won the Edinburgh Cup on the Clyde in 1951, and was third in 1956. Over a dozen boats from England, a few from Ireland and six from the Forth will also join the Clyde Dragon fleet, which is the largest with nearly thirty boats.

Two International 8-metres, *Sanda* and *Camellia*, race towards the marker buoy during the same regatta

But this Clyde Fortnight will be notable for other reasons than the exceptional Dragon attendance. For the first time since the last war the International 12-metres will take part. *Sceptre*, since she was bought by Eric Maxwell, has been based on the Clyde, and for the first week of the Fortnight she is being joined by three others: *Flica II* (J. A. G. Boyden), *Vanity V* (Michael Boyle) and *Evaine*. The last named has been chartered by Major R. N. Macdonald-Buchanan from her owner Guy Lawrence. I understand that she will be sailed on various occasions during this season by Major Macdonald-Buchanan and Lord Cathcart. Lord Craigmyle's *Norsaga*, which is being used by the Red Duster Syndicate as a floating sailing laboratory, is not going to visit the Clyde, since she is not going to be ready for competition until July 8. Even four 12-metres will make a thrilling picture against the lovely background of the waters of the Firth of Clyde.

I gather there is a great deal of work going on behind the scenes among the prospective builders of new 12-metres with a view to an America's Cup challenge. Designers and tank-testing experts are busily engaged in connection with long term planning on behalf of owners such as Lord Craigmyle and his Syndicate, Owen Aisher and J. A. G. Boyden. It is all long term at present, as none of them can commit himself finally until the outcome of the challenge by Australia is known. It is to be decided in 1962. So one might conclude that the next challenge will not be sailed before 1964.

BRITAIN'S GREAT GOLF CLUBS

KNOWLE, BRISTOL

Putting on the 5th green

Mr. D. R. Williams, the captain, and Mrs. K. Evans, the ladies' captain

Tom McNaughton, club professional, and Stephen Davies, the assistant professional

The fairway of the long 18th hole, looking towards the clubhouse

Although only ten minutes from the centre of Bristol, Knowle, in its setting of parkland and trees, affords fine views of the surrounding countryside extending from the Cotswolds on one side to a spur of the Mendips on the other. The club began in 1905 when the three founders, Dr. J. J. P. Lucas, Mr. P. C. Berrill and Mr. W. P. Lucas, secured the rental of the old Knowle race course and laid out nine holes. Later, more land was acquired, and the course was extended to 18 holes. In 1925, the club moved to its present home. It now has a spacious modern clubhouse. Mr. W. P. Lucas, the only surviving founder member, is eighty-three but attends the club regularly.

Knowle has a high reputation in the West of England as an inland golf course. During May, the West of England Open Professional Championship and the *News of the World* qualifying rounds were held there. It has two loops of nine holes each and it is noteworthy that there is not one blind approach to a green. The total length is 6,133 yards, bogey 71. The amateur record is held by Mr. J. W. Harrison, a former captain and Welsh international, with a remarkable 64.

Next in this series will be Edgbaston Golf Club in the issue of June 24.

Mr. I. Day, chairman; Mr. W. P. Lucas, life president and surviving founder member; and Mr. H. G. Broad, another octogenarian

Mr. W. G. Lucas, director and financial adviser, and Mr. J. M. Mitchell, the competition and match secretary

Mr. D. White, the captain-elect; Mr. F. Coulam, the club's secretary, who is over seventy but is still a long hitter of the ball; and Mr. F. Davey, the vice-chairman

TRAVEL

THE SCOTTISH LOWLANDS

By GORDON COOPER

Call me biased—as a Scot—if you will, but I find it hard to believe that anyone, however travelled they may be, is not seized with a curious sense of exhilaration at the thought of a holiday in Scotland. From the point of view of the holidaymaker the Lothians and the Border Country can hardly fail to be interesting and attractive. The coast provides all that is required for a seaside holiday. Inland, the border burghs form a group of small towns with a rich historical and literary background. The arts of civilisation were plied earlier here than in any other part of Scotland in spite of frequent warlike incursions from the other side of the Border.

If you travel by road from Northumberland, then forthwith, on the Scottish side, there is a splendid prospect including the Cheviots, the vales of Tweed and Teviot, and the fine upstanding Eildon Hills. At once you are plunged into history. By this road the old free-booters—steel-capped, bearded men on shaggy horses—rode down to rob the English of their cattle. The Border rievers were a fierce race, and found raiding easier than farming. All the stories and ballads tell of their wild exploits, sometimes with moving and tragic pathos. Even now something of an air of pensive sadness hangs over the Borderland, by the streams of Yarrow and Ettrick, and along the moorland, still dotted with grim, grey peel towers that kept silent watch against the raiders.

The Border country is rich in ruined castles and it is even wealthier in lovely abbeys —Jedburgh, Kelso, Melrose, where the heart of Robert Bruce lies buried, and Dryburgh, amid whose ruins are the graves of Earl Haig and Sir Walter Scott. It was at Jedburgh, too, that Mary Queen of Scots lived in a house still known as Queen Mary's House, and which is now a museum of Queen Mary's relics. It was in this house she lay ill of a fever caught when going to the wounded Bothwell's bedside at Hermitage Castle.

But perhaps the greatest pleasure of all comes from the charming country surrounding Kelso. It is typical border country, with wooded valleys, green lawns, and swift streams hurrying to the Tweed, which is the central feature of the landscape. This area, incidentally, claims to have — with Moray — the lowest rainfall in Scotland.

Galashiels, the biggest and the dullest of the Border towns, is, the nearest centre from which to visit Abbotsford and the Scott country.

Abbotsford, Sir Walter Scott's home, not far from Galashiels in the Lowlands

This literary shrine lies just across the river from the town. In the great house, surrounded by thousands of fine trees, many of them planted by the busy writer with his own hands, you can easily picture the kind of life led by Scott, although you may wonder that he ever achieved any writing at all. For, during part of his stay at Abbotsford he had to spend five days of every week in court duty at Edinburgh, coaching back to Tweedside Saturday night, returning to the capital Monday night. He was also for thirty-two years the sheriff of Selkirk, which was no small job.

Even when "resting" at Abbotsford his rest consisted in whipping his estate into shape; and then, nearly always, there were guests, sometimes many guests, to be entertained. So this writer had to produce his enormous output at intervals in his overflowing days. At four he awoke and lay planning his next few chapters. At five, promptly, he rose, lit the fire, shaved and dressed. At six, attired in his comfortable shooting-jacket, he was seated at his desk beginning to write. At nine-thirty Scott would join the family at the breakfast table, announcing that he had "broken the neck of the day's work." Undoubtedly the most interesting room in the house (which can be visited) is the study, where many of the Waverley novels were written, and which contains the author's desk, armchair, and table. A staircase leads directly from the study to Scott's bedroom.

Whether or not you like Abbotsford for itself, and to some it is rather an overstuffed museum of antiquities, it will bring you close to the remarkable man who built it. Many people who make this pilgrimage will surely have read Lockhart's Life describing how the great man "sprang up with a cry of delight" on reaching his home country beside the Tweed, after his fruitless journey to Italy in search of health. It is possible to imagine Sir Walter surrounded by the men and the dogs he loved; especially Tom Purdie, his reclaimed poacher, and the celebrated "Maida," who brought an amusing touch of dignity to the canine rabble. Each of these makes a story in itself. Tom Purdie's grave is one of the sights of Melrose Abbey, and "Maida" is sculptured in marble with Scott in the great Edinburgh monument.

The best way of exploring the Scottish Lowlands is in your own or a self-drive car (easily rented in Edinburgh). A recommended itinerary is: Edinburgh—Penicuik—Leadburn —Peebles (see Neidpath Castle on outskirts)— Galashiels (fine war memorial)—Abbotsford— Melrose (Abbey) — Leaderfoot — Dryburgh (Abbey)— St. Boswells—Jedburgh (Abbey)— Kelso (Abbey)—Coldstream—Berwick-upon-Tweed. A possible deviation from Melrose could be southwards to Selkirk, a Royal burgh of many historical associations, and to Hawick, where the "Common Riding," a picturesque custom, is observed each year to commemorate the defeat of the English in battle by the men of the town. (There are, by the way, day excursions from Edinburgh to the Scott country.)

Noteworthy hotels are Peebles Hydro-Hotel, Peebles (only luxury hotel in the district; the Tighnuilt Hotel, Innerleithen (nr. Peebles); Dryburgh Abbey Hotel, St. Boswells; Ednam House Hotel and the Cross Keys (second oldest hotel in Scotland), both at Kelso; and the George and Abbotsford at Melrose. For further information, apply to the Scottish Tourist Board, 2 Rutland Place, Edinburgh, 1.

FOR GOURMETS AND WINE TASTERS

Two unusual holidays are offered by Erna Low Travel Service (47, Old Brompton Road, S.W.7): first a Swiss Gourmet Trip to enjoy the best cooking this country can offer. With air and first-class travel throughout, the party will visit Lausanne, Brigue, Lugano, Lucerne and Zurich. Arrangements are provided for those who wish to get new culinary ideas. The tour is from September 26—October 9, and the cost is £79.

The second holiday is to Oporto, with opportunities to visit port shipping firms and a wine-growing estate. A number of excursions are also available. This tour is from September 21—October 6, and the cost (air travel and first-class hotel) is £80 15s.

The raised structure of unusual design in the centre of the Piazza Amendola in Milan is the roof of a station on the underground railway now being built

Near Milan Cathedral work is in progress for the underground

MILAN'S UNDERGROUND

With 1,500,000 inhabitants Milan is, after Rome, the most populous city in Italy. Within its confines are some of the world's finest treasures of art and architecture and its opera is internationally renowned. In recent years the city has also become an important and ever expanding industrial centre. Visitors are therefore attracted in vast numbers and add to the traffic problems. One of the causes of frequent traffic blocks is the tramways, which are used every day by thousands of "commutors" coming in to work from outlying districts. With a view to removing the tramlines, the municipal authorities have embarked upon the construction of an underground railway. The system will cover twenty-three miles. Already one-third of it has been completed. The engineers are using a new method of construction. Instead of excavating underground, they are digging out two parallel deep trenches which are being filled with concrete. The earth between the walls is being removed and the railway laid in this space. It is claimed that this system reduces traffic hold-ups while work is in progress and also lessens the dangers to the foundations of surrounding buildings.

Scaffolding covers a concrete trench in the Corso Buenos Aires

Excavations in the Foro Bonaparte with the Castello Sforzesco in the background

BOOKS

SURVEYING THE MILLIONAIRE

Freddie Trueman's autobiography; history of the Foreign Legion and other non-fiction; recent novels

Mr. Michael Pearson has not precisely conceived his new book as a series of practical tips on " How to Be a Millionaire " but has written what he describes as a type of survey, adding that he hopes it is more entertaining than most surveys. I can reassure him. It is. THE MILLIONAIRE MENTALITY (Secker and Warburg. 16s.) is not merely a collection of success stories and potted biographies of the very, very rich men whose careers Mr. Pearson naturally studied in preparation for his book. The book is more profound than that and more subtle, with an agreeable wit which is never far below the surface of the writing. In a chapter, for instance, on the basic thinking of the millionaire or the millionaire-to-be, Mr. Pearson writes: " Millionaires all think—think quite consciously. Take a look at the way this conscious objective thinking makes them stand out." He goes on to cite some of the results of the thinking of such well-heeled citizens as Billy Butlin, Arthur Murray (Do you want to have confidence? Learn to dance), Cyril Lord and Charles Forte. Other chapters deal with *Aggressiveness—The Common Quality*, referring, amongst others, to the newspaper owner, Roy Thomson; with *The Giants*, Onassis and Wolfson, and with *The Lesson of Planning*. In his personal summary Mr. Pearson concludes: " No tycoon would change places with a less successful man. On the other hand, despite the thought that it would be pleasant to make a fortune, a lot of people would think it was too expensive at the price." So, indeed, they might. One could wish that the book had included a brief index. It might have been handy to turn up the facts on one's favourite millionaire and take a refresher course.

To turn to the relatively straightforward business of making runs instead of money or, more specifically in this case, of preventing other people from making too many runs, we can turn to the career of Freddie Trueman, Yorkshire and England bowler. FAST FURY (Stanley Paul. 16s.) is his autobiography and it is as outspoken, direct and breezy as the character who wrote it. It is also as uncompromising in its opinions, though I was happy to see that in such matters as his early dislike for Graveney and his later warm friendship with him, Freddie Trueman is no obstinate holder of feuds. Loyally enough, Yorkshire cricket takes a greater place in his book than even Test matches, but one of the highlights of the book for me was Trueman's ideal team which I would dearly love to see in action. It would consist of Len Hutton, " the finest batsman I 've ever bowled against," Morris of Australia, Peter May, " gay Denis Compton," Keith Miller, " the world's greatest all-rounder," Clyde Walcott of the West Indies, " dashing Godfrey Evans would keep wicket, of course," Jim Laker, Benaud (or Lock on a wet wicket), Lindwall and Statham and, reasonably enough, Freddie Trueman !

THE ANDERSONVILLE TRIAL at the Mermaid Theatre, a play by an American author, Saul Levitt, about a trial of a Confederate commander of a prison camp at the end of the American Civil War, revolves round the court duel between the defendant, Henry Wirz (Maurice Denham), left, and the Judge Advocate, Lieut.-Colonel N. P. Chipman (William Sylvester)

THE STORY OF THE FRENCH FOREIGN LEGION (Faber. 30s.) has been written by Major Edgar O'Ballance and is not only comprehensive and authoritative as a military history written by a military man should be, but comes at a telling moment, when the Algerian war brought this force into new prominence and revolts have even caused rumours of its disbanding. These latter Major O'Ballance discounts, writing with complete assurance that " whatever view is taken of the issues involved in the Algerian situation, whatever the political outcome may be, one thing is certain—the Legion is serving, and will serve, with *honneur, discipline et fidelité*."

There follow, by the kind of literary coincidence which is less rare than one would think, two books about China, about life in a Mandarin family and about the struggles of a daughter of such a family to make a career for herself. THE LOTUS-POOL OF MEMORY (Michael Joseph. 21s.) is by Dr. Chow Chung-Cheng, who has written of her childhood and youth as the granddaughter of a Chinese Viceroy and the child of rigidly conventional, Confucian parents. From this life, happy enough in a way and in spite of its restrictions, the author escaped to a student's life in Paris and later to Edinburgh where she was to study medicine. A further volume is promised, which will tell of Dr. Chow's later adventures there. THE HOUSE OF THE GOLDEN DRAGONS (Souvenir Press. 21s.) has been written by Liang Yen, who is now married to an American but began her life in Pekin, daughter of a wealthy and conservative Mongol family. She, too, had to fight for her independence and finally won it only by running away to Shanghai and finding a succession of self-supporting jobs. Both books have in common a gentle charm which masks considerable purpose and strength of mind.

Any gardener below the status of, say, Fred Streeter will be delighted to come upon Mr. Roy Genders' *Complete Handbook for the Small Garden*, which he has appropriately called COLOUR ALL THE YEAR ROUND (Robert Hale. 21s.). From the brilliant

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BRAIN WASHING

An account of Chinese psychological warfare

Robert J. Lifton, an American psychiatrist who has made a study of Chinese brainwashing techniques, gives us his findings in 500 closely reasoned, and far from elevating, pages. In THOUGHT REFORM (Gollancz. 30s.) we see in practice the many, various, and devilish techniques of interrogation combined with isolation and deprival of sleep, which can reduce most men to such a state of helpless misery that they will readily confuse truth and falsehood and may produce almost any statement in order to satisfy their captors, and escape from torment. From 1954 to 1956, Dr. Lifton conducted a series of interviews in Hong Kong with twenty-five Western civilians who had emerged from Chinese prisons, and with fifteen Chinese intellectuals who had undergone " thought reform " in universities or revolutionary colleges. It is these detailed examinations which form the basis for the book. It shows man heroically resisting torture, humiliation and violence, but quite unable to resist apparent kindness afterwards. Perhaps there is one hopeful point—victories over the human personality are bound to be impermanent and in the long term politically useless.

Peter Gibbs' AVALANCHE IN CENTRAL AFRICA (Arthur Barker. 18s.) takes its title from a notable passage in the report of the Monckton Commission: " To say that events are moving fast in Africa is a truism. They are moving like an avalanche, and it appears only too likely that those who merely cling to their familiar positions will be swept away." Mr. Gibbs, who has lived in Africa for over a quarter of a century, offers a contemporary sketch of the people and the lives they lead in the Federation of Rhodesia and Nyasaland. He keeps out of the political arena for the most part, and possesses sufficient optimism to believe there may be a negotiable middle path between white supremacists and black nationalists.

Herbert Wendt, a journalist with a scientific background, with an easy literary style, a flair for serious study, and also the good luck to possess in James Kirkup a first-class translator, has written an admirable story on the birth and development of the races and peoples of the world. He calls his book IT BEGAN IN BABEL (Weidenfeld and Nicolson. 42s.), and he ends it with a plea to men and women in the western world to make real concessions to other races and peoples in the name of justice, peace and freedom. " To-day when the great explorer nations are gradually retreating to base, the time has come to take stock," Herr Wendt declares. The old acquisitive days are over; now is the time for the West to give, not least in the realm of ideas, and it must prove indeed that it has something to give.

Henry Thoreau, the American recluse, naturalist and writer, the sage of Concord who propounded the gospel of six days of rest and one of labour, and who told the world in such glowing detail of his life in the Massachusetts woods, left behind him a detailed diary of his rustic life. Indeed his original journals occupied fourteen volumes, and from these little read sources Laurence Stapleton has produced a delightful symposium, H. D. THOREAU: A WRITER'S JOURNAL (Heinemann. 25s.). Here is marvellous advice for dealing with the rush of modern life, advice for the harassed business man and the housewife, and advice very few of us would ever seriously think of taking: " Be ever so little distracted, your thoughts so little confused, your engagements so few, your attention so free, your existence so mundane, that in all places and in all hours you can hear the sound of crickets in those seasons when they are to be heard."

Here are two illustrated books of special interest. EUROPEAN INTERIORS (Macdonald. 4 gns.) has been edited by J. E. Schuler, and contains more than 220 coloured illustrations showing the trend of continental ideas in interior decoration. For anyone moving house or planning a blitz on their own home here is inspiration galore. JAMAICA GALLERY (Macmillan. 35s.) is described as a documentary of the island of Jamaica. The text drawings and designs are all by Philip Kappel.

R. C. E.

scarlet and purple of the anemones on the jacket to the last entry in the sensibly arranged index, this is value for money and I recommend it enthusiastically to all those with any kind of small garden, backyard or window box. My own copy is already becoming slightly dog-eared in spite of its youth and has to be handled gently to prevent a shower of paper slips falling out, with such enigmatic observations as "By the thorn hedge?" or, more succinctly, "Mulch them." Mr. Genders, like a good gardener, is methodical and takes the reader progressively through the seasons and through the essential categories of border plants, ornamental trees and shrubs, climbing plants, roses, annual flowers and the like. His book is well arranged for ready reference, generously supplied with photographs and diagrams, and with many clear, alphabetical lists of suitable plants and bulbs. In each case the proper planting time, soil and, where needed, pruning time is given and this is only one indication of the thoroughness with which the book has been compiled. Many people who can't boil an egg read cookery books; by the same token this book should have a far wider appeal than to dedicated garden-grubbers only.

THE END PRODUCT (Michael Joseph. 16s.) is a first novel by Mr. John Thirkell, whose career has heretofore been concerned with the City, with marketing, with journalism and with Conservative politics. Now he has written about a character whose aim might well have been to find a place in Mr. Pearson's survey of the millionaire field: a tycoon in the making whose simple if ruthless policy is expressed by himself in the following way. "Fifty million mugs are just waiting for you," he says optimistically, if inelegantly. "All you've got to do is to divert a fraction of that purchasing power to yourself. It doesn't need brains; you don't have to be a genius. You've only got to be one thing—single-minded." Mr. Thirkell's principal character—the word hero would be the least bit out of place here—follows his own dictates remorselessly and this is not only his story but the story of the men and women who inevitably come into conflict with him. A genuinely sound and enjoyable novel.

Another first novel is THE SUN IN THE MORNING (Faber. 18s.), by Mr. Jim Hunter, a writer in his early twenties who has already achieved a certain maturity of style. His story begins in a small town in the West Riding and ends in London. Between the placid start, which is in the classic mood of childhood memories, and the final scene lies a well-told tale of personal relationships at their closest and at their most uncomprehending. It would be true to say, as one cannot always, that Mr. Hunter has real promise.

A CERTAIN MONSIEUR BLOT (Weidenfeld and Nicolson. 15s.) is the creation of M. Pierre Daninos, who also invented that Major Thompson, the French idea of the Englishman. Now M. Daninos has turned the tables and written about an average Frenchman as we see him from the other side of the Channel. This figure is middle-aged, 100 per cent. bourgeois, works as an insurance assessor in an almost anonymous way, suffers from unsatisfactory children, a wife who tells pointless stories and a girl friend with a genius for complicating life. When a newspaper competition chooses him as "The Average Frenchman" his life immediately becomes as changed from the average as possible and this is his diverting story, wittily told and well translated by Mr. Robin Chancellor.

Finally, the thriller of the week, which is Miss Mary Kelly's THE SPOILT KILL (Michael Joseph. 15s.). The very unusual setting is not only the region of the Potteries but a most distinguished pottery itself, in which a queer case of murder is discovered. Miss Kelly is an admirable novelist on this showing; perceptive, lucid and adult. She is also a splendid new recruit to the detective story.

Vernon Fane

Among those taking part in the trial scene in Shakespeare's comedy are the Duke of Venice (Brian Spink); Gratiano (John Stride); Portia (Barbara Leigh-Hunt); Shylock (Robert Harris); Antonio (George Baker); Nerissa (Rosemarie Dunham) and Bassanio (Michael Meacham)

Portia, the "wise young judge," and Shylock

THE MERCHANT OF VENICE

at the Old Vic

It is a commonplace that Shakespeare's best comedies are based on a conflict and resolution of contrasts—in *The Merchant of Venice*, the disparates are the world of charming courtship of Belmont and the strongly-plotted story of the Jew on the Rialto. In the Old Vic production by Peter Potter, running in Repertory to the end of the season in August, the resolution is attempted by placing the emphasis on visual delight. The comedy is given a mid-eighteenth-century setting, with melodies from Bellini providing the incidental music. A young actress, Barbara Leigh-Hunt, is given her chance to act one of Shakespeare's most spirited heroines, Portia.

Below: At Belmont, the Prince of Arragon (Nicholas Meredith) makes his choice of caskets to try for the hand of Portia (right)

CONTRAST IN BUILDING

The changes to Valletta Harbour, on the island of Malta, have become increasingly evident in the last months as scaffolding has gradually disappeared from the new deep-water harbour. Under construction by the Royal Netherlands Harbour Works Company, of Amsterdam, the harbour includes a mile-long quay providing berths for deep-draught passenger and cargo vessels, transit sheds and a huge grain-storage silo. When the new harbour comes into operation it will mean that vessels, instead of having to employ the cumbersome and laborious process of unloading in midstream into lighters, will be able to unload at the quay.

The competition between shipping lines and air lines to carry passengers and cargo about the world is seen not only in harbour improvements but also in the complexity of airports. As aircraft become faster and larger, so more safety aids are required. The Ministry of Aviation's new Telecommunications Engineering Establishment at Gatwick is responsible for field installation work for the Ministry, and the operation of ground civil aviation telecommunications equipment. It has its own research department and assists organisations like Air Traffic Control, Aviation Police, and Aviation Fire Services.

A fruitful field for the building constructor is the City of London. New offices have their foundations in an area rich in history. For instance, a new six-storey commercial block built by Wates Ltd. is on the site in Cannon Street of the Mermaid Tavern, celebrated in the seventeenth century as the meeting-place of Shakespeare, Ben Jonson, Beaumont and Fletcher. It was burnt down in the Great Fire in 1666. The site later was filled by a nineteenth-century tenement block destroyed in the last war. Another building with connections stretching back over the centuries is the new hall for the Worshipful Company of Pewterers built by Holloway Brothers (London) Ltd. Situated in Oat Lane, it is the third hall that the Livery Company has erected. The first dated from 1496.

The new deep-water quay in Valletta Grand Harbour, Malta, takes shape. Background (right) is the grain silo

The Telecommunications Engineering Establishment at Gatwick Airport. Foreground is a mobile glide-path indicator system

A modern six-storey block on the site of the Mermaid Tavern, in the City of London

The new hall for the Worshipful Company of Pewterers amid London office blocks

INDUSTRY AND THE STOCK MARKET

MERCHANT BANKS

By "THE SPHERE" CITY CORRESPONDENT

"The profits of the operating subsidiary companies must, by their very nature, be liable to fluctuation. However, subject to unforeseen circumstances, your board expects the results for the current year to prove satisfactory." In this traditional City blend of caution and optimism, Sir Brian Mountain, speaking as chairman of the Philip Hill Investment Trust, indicated the prospects for the group's merchant banking side in the current year. A dozen or so leading merchant banks in the City act as advisers to hundreds of leading companies in industry; what many investors may not realise is that it is now possible to take a direct stake in the success of these banks. A few well-known banks, such as Rothschild, Baring Brothers, Lazard and Morgan Grenfell, are privately owned. In many leading firms, however, the public can buy a direct or indirect equity stake: Philip Hill; S. G. Warburg; Kleinwort Benson; J. Henry Schroder; Hambros; M. Samuel and several more.

What is the appeal of merchant bank shares? Basically, merchant banks provide financial services. In a time of expanding trade the expansion in merchant banks assets and profits can far exceed the corresponding growth of an industrial company.

Merchant banks' business falls broadly into two categories. One is the traditional sphere of activity—acceptance credits, foreign exchange and new issues. Profits here depend largely on the volume of business done, which in turn largely reflects the trend of activity in the City as a whole. The second category of merchant banks business comprises investment dealing and take-over operations. Here, the growth of profits depends much more on the skill and judgment of the banks' top executives: success in these types of activity can produce a striking increase in earnings and assets. Results of some of the City's leading merchant banks show how success can bring rapid expansion. Philip Hill Investment Trust controls the Philip Hill, Higginson, Erlangers merchant bank as well as operating a diversified investment portfolio. Thanks to no small extent to the recent growth of the banking side, profits have grown from £759,000 in 1956 to £1,757,000 in 1961. Shareholders' dividends have grown even more rapidly; taking 1956 Ordinary dividends as equal to £100, equity holders received about £420 in the year just ended.

Mercury Securities, too, can show an impressive expansion record. This is a holding company which controls the merchant bank of S. G. Warburg, an important group of London insurance brokers, and has links with the Masius and Fergusson advertising firm. In Mercury's case, profits have fluctuated rather more than with Philip Hill, for Mercury does not have the useful cushion of a large investment holding. In the past two years, however, Mercury has gone ahead rapidly, reporting net income of £1,093,000 in 1960, against only £391,000 two years before. Shareholders' dividends have also been rapidly increased, and the £1 shares which could be obtained for less than 80s. as recently as 1959 now command a stock market price of about £17.

Mergers have recently been as widespread in the City as in industry itself, and have produced a number of new and large merchant banking groups. Logic of these mergers has been to produce widely diversified businesses that could offer the full range of banking services. One group to expand by mergers is Schroders, which now includes the investment banking firm of Helbert Wagg as well as the Schroder family businesses in London and New York. This group's record as a public company is short, but profits of some £500,000 after tax were reported last year. Investors fortunate enough to buy shares at 32s. 6d. in the 1959 offer for sale now own an investment worth over twice as much. Another large merger group is Kleinwort, Benson Lonsdale, produced by a link between Kleinwort, noted for their foreign exchange and investment business, with Robert Benson, Lonsdale who have specialised in investment banking. As with the Philip Hill group, investors have the cushion of a general investment portfolio. Taking investments at stock market prices, total assets of the group are around £20,000,000—placing Kleinwort Benson among the City's largest merchant banks.

Shares in merchant banks, however, will have little appeal for investors concerned with income, for dividend yields on these four shares range only from 2 to 2½ per cent. For investors concerned with capital growth, however, merchant bank equities could prove an outstanding investment over a period of years. There are, admittedly, some risks in investing in merchant bank shares. One is the importance of individuals, that the departure of one or two key executives could have a seriously adverse effect on profit-earning ability. Another potential problem is that merchant banking is highly competitive, and there could be a marked difference between the results of a highly successful bank and one that achieved only average performance.

Against this background, size is an important protection for investors. Philip Hill and Kleinwort Benson thus deserve consideration, especially as both banks' shares include a sizeable interest in an investment trust portfolio. In judging the most skilful, past record gives some guidance. On this basis, Mercury Securities rank high, especially as they include a large insurance broking group. Wide diversity of interests is also important for any buyer of merchant bank shares, which underlines the attractions of the Schroder group. All four merchant banks offer an attractive way of taking a direct stake in the City's prosperity.

GOOD LIVING

By Ganymede

The policy of selling vintage champagne at a much younger age is now becoming general among the great "marques." Previously it was not considered fit to drink before it had reached the age of at least seven years, but the new idea fits in well with the appreciation of champagne as a universal drink rather than one to be drunk with dessert and at weddings and parties. Consequently its character has become gradually lighter through the years, and the idea of drinking it somewhat younger is not only caused by the force of circumstances, *i.e.* increasing demand and consumption, but is in keeping with the tendency towards lighter champagne. Moet and Chandon, who are by far the biggest shippers to this country, started the ball rolling when they introduced their 1955 vintage last September. Their example was followed a few months later by several other makers; Heidsieck Monopole, Lanson, Pol Roger introduced their 1955-s in turn. A few days ago I was at a party given by Charles Heidsieck and their agents, Gonzalez Byass, to introduce their 1955 vintage wine. This I found quite delightful and was particularly impressed by its charming bouquet.

I find it most difficult to make comparisons relying on memory, so I was pleased a day or two later to be given an opportunity by a good friend in the Trade to taste this new champagne side by side with the Moet and Chandon 1955 I already knew. The comparison was most interesting, although to my mind there was very little to choose between them. I liked them both very much better than the third sample of another make, which I was offered at the same time. The first two had a most distinguished, truly elegant bouquet. The colour and taste seemed almost exactly the same. But after a time I found that the nose of the Moet had a little more staying power and the bubbling and foam lasted longer too. This might have been caused by its longer "landing age," or to put it differently, the longer interval between the dégorgement and its drinking. At the same time I also tasted the "non-vintage" Moet and, although no comparison with its vintage variety is fair, I was once more impressed by its good quality and value for money. It is the ideal and most economical drink to offer on occasions where large quantities are to be drunk, such as wedding receptions. Non-vintage is nothing to be looked down upon, for it is only from exceptionally good years that vintage champagne is produced. While there is sure to be 1959 vintage wine available when the time comes, I am told that it has not been decided yet if the 1957 will be considered good enough to be declared a vintage.

At the recent Council Meeting of the International Hotel Association in Helsinki are, from left: Mr. Jormo Soiro, chairman of the Finnish Hotels and Restaurants Association; Mr. Lauli Aho, the Mayor of Helsinki; and Mr. Hugh Wontner, the managing director of the Savoy Group of Hotels, vice-president of the I.H.A., and leader of the British delegation to the discussions in Finland

Mr. Luigi, who after twenty years at the Savoy Grill has taken over the management of the restaurant at Claridges recently, seems very happy in his new surroundings. His well-known courtesy and charm, unique even among the top-flight restaurant managers, is contributing that "*je ne sai quoi*" which is bound to bring warmth to the atmosphere of this very pleasant restaurant. Hitherto this was perhaps regarded by some as rarified and steeped in tradition, certainly "chic," but hardly gay. The day I was lunching there, I searched the menu in vain for something unusual or out of the ordinary, and later in his cosy office I raised this point with Monsieur Marceau Francoul, *Maître Chef des Cuisines*. He admitted that the majority of the guests at Claridges prefer the well established dishes of Anglo-French cooking but he pointed out that he was only too pleased to prepare the original, out-of-the-ordinary dish if ordered, and that such specialities appeared on the menu on some days.

As a challenge, it was agreed between us that he would compose a menu of such dishes for a special dinner for two. I had great expectations of this dinner but it surpassed these and was superb. This is what M. Francoul gave us: *Charentais; Truite Saumonée Gallieni* (boned and filleted salmon-trout, fried in butter, breadcrumbed on one side only, and served on top of a beautiful cream sauce incorporating mushroom, sorrel and a little truffle); *Coq en Pâté à la Serbe* (breast of young chicken thinly sliced and cooked with slices of aubergines, courgettes and tomatoes, flavoured with paprika, the whole encased in puff pastry, and asparagus tips and new potatoes served separately); *Timbale des Fraises, Crème Double; Friandises*. Altogether, it was a memorable dinner and with it we drank Bernkasteler Maximiner Riesling 1957 followed by Pontet Canet 1955.

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Richard Summers

As chairman of John Summers and Sons Ltd., Mr. Summers is head of the steel firm which is one of the oldest and largest producers of sheet steel in Britain. Born in 1902 at Stalybridge, Cheshire, Richard Felix Summers is the son of the late Henry Hall Summers and the grandson of the founder of the firm. He was educated at Shrewsbury and Clare College, Cambridge. Having joined John Summers in 1925, he was appointed a director in 1934, managing director in 1936 and chairman in 1938. He is also a director of, among other companies, the United Steel Companies Ltd., District Bank Ltd. (of which he is a deputy chairman), Royal Insurance Co. Ltd. and London Liverpool and Globe Insurance Co. Ltd. Mr. Summers holds a number of other appointments—he is a member of the Midland Area Board of the British Transport Commission, a Member of the Institute of Transport, and a Governor of Shrewsbury School. He was High Sheriff for the County of Flintshire in 1944/5. Married, Mr. Summers lives at Denna Hall, Burton Point, Wirral in Cheshire. He has four sons, three of them in the family business and the fourth at Cambridge. His interests outside business are motoring and railways and his family and home

SELLING MORE AND MORE STEEL

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

The works of the Consett Iron Co. Ltd. in Durham from the air. Background is the new plate mill, which has a rated capacity of 10,000 tons a year

It is seldom that you and I have the occasion to buy a piece of steel—at least, one that we think of as such. We buy razor blades; a large number of "tins" of food or other things, which tins are actually made out of thin flat steel with a coating of tin no more than one twenty-five thousandth of an inch thick (about half a pound of tin to every hundredweight of steel!); perhaps some nails and screws, or some new stainless-steel cutlery. But the ordinary consumer's direct commercial contact with steel is fairly remote: he tends to think of steel as a great industry producing such things as the skeleton of a building, the massive structure of a ship, the powerful and precise components of plant and machinery (all of which it does). Nothing to do with him; something he thinks of as huge and yellow-hot, produced in glowing furnaces or roaring out through rolling mills; the picture of the industry he has been shown in documentary films or glimpsed occasionally driving past a steelworks at night.

The picture is accurate. It is one that moderately constant visitors to this industry, like myself, have seen in reality over the years; and it is the workaday grandeur of its processes that make it fascinating as well as impressive. But with the years and the move towards a buyer's market in most things, steel is coming rather closer to the final consumer: it needs to. I do not write of one's occasional collisions with steel, like the "R.S.J." (a baby girder, to you and I) that I had to buy last month to span an opening I had cut between two rooms of a house: that was heavy, unappealing, expensive, and, I still suspect, rather rusty. Steel's approach to the consumer is generally a much more subtle one, it is putting on more modish apparel.

Since John Summers and Company of Shotton near Chester first produced Stelvetite about three years ago, a number of other British Steel companies have followed it in putting plastic coatings of one kind or another on to steel. Summers actual process for bonding polyvinyl chloride sheet, in many colours and patterns, to steel sheet remains a trade secret. Other processes have been developed, notably on the Continent and in the United States, on an even larger scale than in Britain. The Summers process, which involves the bonding of coloured and often printed PVC sheet to steel sheet in the flat, joining them together with a linkage that is almost impossible to prise apart with a penknife at the corner, is one method of producing steel that can be as gaily patterned as a laminated plastic sheet—but which can, unlike plastic panelling, be bent, pressed into shape, "deep drawn" in the technical phrase, into elaborately shaped and contoured mouldings.

Dorman Long of Middlesbrough, which is better known for the heaviest of heavy structural steel, has a process to produce a more workaday plastic-coated steel—which is coated both sides, and in which the plastic, applied in its liquid state, is rolled on to the steel before it hardens into a non-corrosive coating. This means that the steelmaker is offering virtually a steel "painted on both sides" to the fabricator: it moves the industry nearer towards the consumer.

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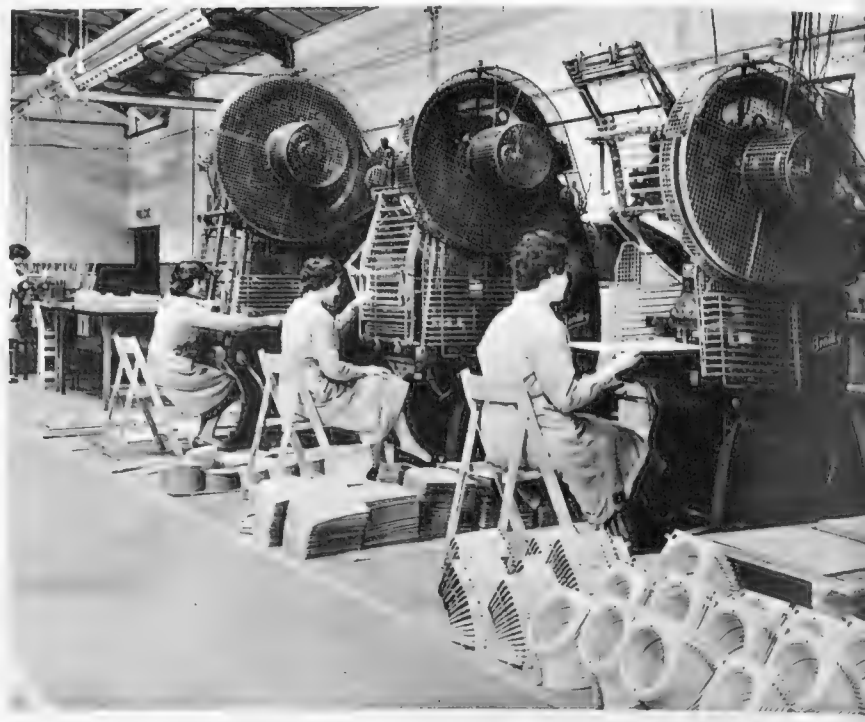
Sheets of Stelvetite come off the production line at John Summers and Sons' Shotton works, Chester. At the plant the first plastic-steel laminate was produced in Britain



Top and bottom sections for the Sadia electric "Two-plus" water heater are stamped out of Stelvetite on large presses at the Salisbury works of Aidas Electric Ltd.

SELLING MORE AND MORE STEEL

(*Continued from previous page*)

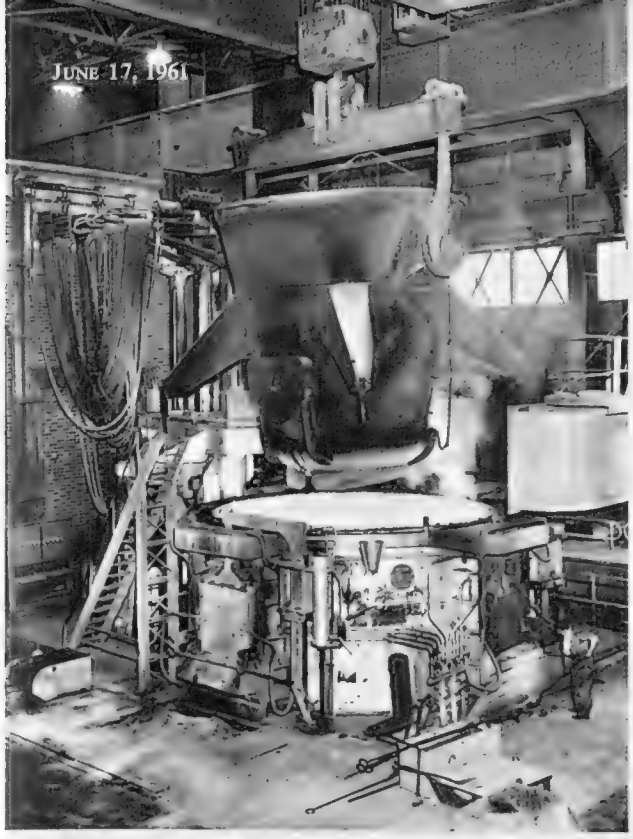
The processes developed in recent years to put decorative and other coatings on to the steel before it leaves the plant have a commercial value: they differentiate the product from a uniform material that, given the specification, can be made in several steel plants to one with which a particular firm can associate itself. They have also involved the development of finishing processes of quite considerable complexity, though without the publicity that often attached to other important processes in steelmaking. Summers, for example, was the first British company to put in a continuous hot-dip galvanising plant; for products that benefit from a more lightly but even more uniform coating of zinc on the steel, it has also "Zintic", a steel sheet on which a very thin and matt coating of zinc has been deposited electrolytically. This kind of steel, economically protected against corrosion, goes into such applications as the underbodies of cars, possibly obviating the "underseal" we are often, after buying the car, asked to provide.

This increasing concern with the consumer is perhaps most obvious in the British steel industry to-day in cases such as those where the steelmaker can develop a product that could at a pinch be sold direct to the final consumer. It is already leading the companies concerned into extensions of their marketing organisation; so far, they have not sought to beguile the final consumer, but mainly to reduce the work and investment that a fabricator has to engage in to make consumer products out of their material. "Do it yourself" is a market they discuss with interest; but so far in Britain, as it happens, most of us are ready to do it ourselves with wood, or even with the relatively docile plastics: metals scare us off.

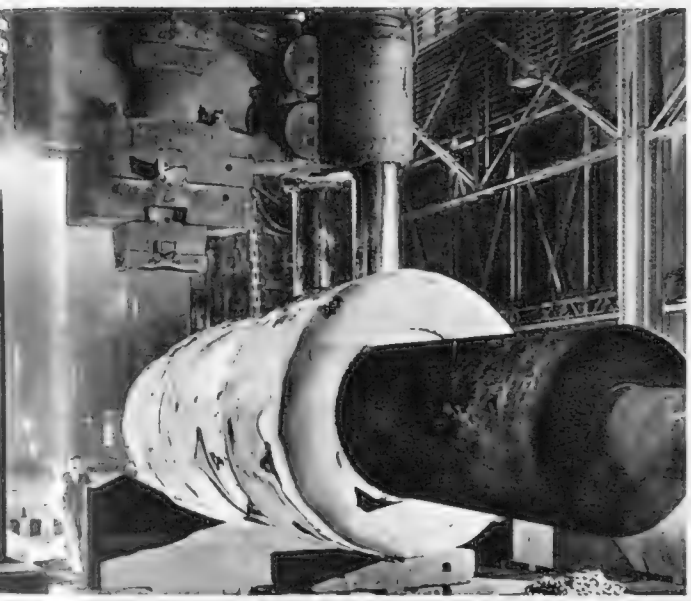
But the same concern with the eventual buyer can be found also in many other parts of the British steel industry to-day. You find it at the vast new steelworks that Richard Thomas and Baldwins are building at Llanwern, near Newport, which will soon be the most technically advanced steelworks in the world. In training their new staff for this works, the R.T.B. management has been emphasising from the beginning that by the time this works is in operation there should be ample sheet steel around the world to satisfy the quantitative demands of customers: what will matter, and will be needed to make this superb works into a fully commercial proposition, will be supplying precisely the thin flat steel that the consumer wants for fabricating processes, themselves "automated," that will make steadily more exacting demands on the materials they use.

In terms of quantity, as well as quality, one can trace the same new concern with the consumer, intermediate or final, right across the investment programme of this industry. It was an occasion of some fascination for the accustomed observer of this industry, during the last year, to find the British Iron and Steel Federation, which is a rather

The finishing stands and run-out table of the hot strip mill at the Abbey Works of The Steel Company of Wales at Port Talbot



Charging an electric arc furnace at Samuel Fox's works at Stocksbridge, near Sheffield. The roof has been swung aside and the steel scrap will be fed into the furnace through the bottom of the "basket" poised above



A hollow forging for a pressure vessel is made on a mandrel under the 6,000-ton press at the Atlas Works of Thomas Firth and John Brown Ltd. at Sheffield

A 45- by 115-in. Davy-United Universal Slabbing Mill built for the Abbey Works of The Steel Company of Wales. It rolls ingots weighing up to 20 tons to feed the continuous hot strip mill. The slabbing mill has already rolled the highest-known tonnage of any slabbing mill in one week—65,341 tons

positive spokesman of the private steel companies, arguing in serious, if friendly, terms with the Iron and Steel Board that maybe Britain needed more steel than the Board was reckoning. The Board, a semi-State body set up to supervise this industry after de-nationalisation was decreed, had been in the habit of needling the steelmakers into rather more expansion than they really thought justified; now the boot was on the other foot. It had estimated that the country might need 32,000,000 tons of crude steel capacity by 1965; this would provide for output of say 29,000,000 tons by that year, within a small margin of spare capacity for most of the forms of finished steel in which the total demand might manifest itself. But to its surprise the aggregate total of the expansion schemes that companies in the industry were prepared to put forward would have brought the total capacity of the industry up to 34,000,000 ingot tons a year.

There is no particular dispute of substance between the Board and the steelmakers here so far as total quantities are concerned. There remains a good deal of rather time-expired capacity in this industry: every expansion scheme is prepared with the possibility in mind of scrapping some of this capacity, but few companies, this far in advance, are prepared to specify how much. An adjustment in the rate of scrapping old capacity, according to the run of the market between now and 1965, could easily take care of the difference in forecasts between supervisory board and steelmakers: the amount of new plant put in would remain the same but one would "retire" more or less old plant to adjust the total steelmaking capacity "in being"

What is really important for the direct or indirect eventual consumer of steel, as well as for the future of the British economy, is that our steelmasters have at length become convinced that demand is going on growing, and are prepared to frame their investment plans accordingly. One can see this in the strip mill field, where R.T.B's. initiative eventually

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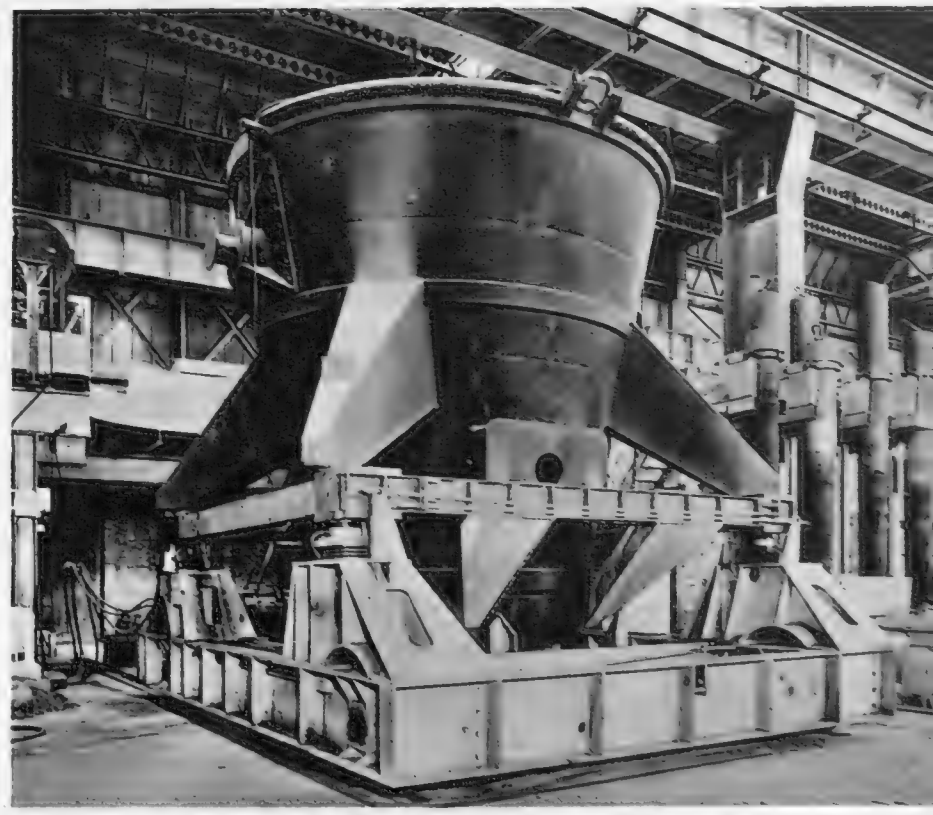


An 80-ton travelling scale car has its charge bin supported by four Davy-United Toroidal-type load cells, offering a high standard of accuracy in weight recording

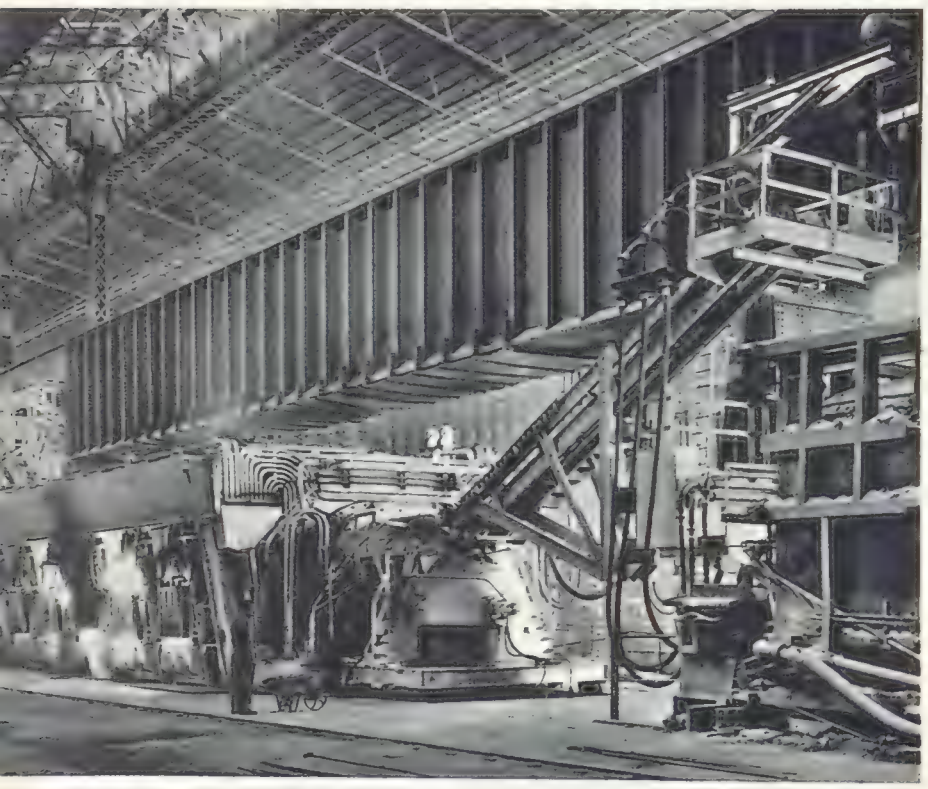
SELLING MORE AND MORE STEEL

(*Continued from previous page*)

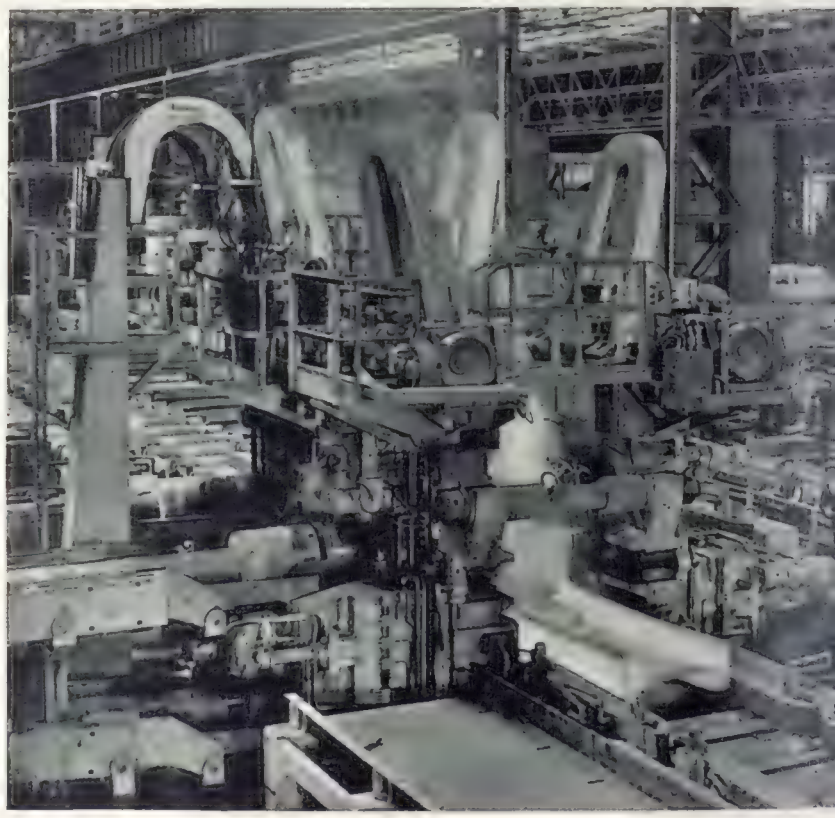
brought Colvilles into the same business at Ravenscraig, and later spurred The Steel Company of Wales from its original scepticism into the desire for yet more strip mill capacity (in practice, to be partly satisfied from the works R.T.B. is building at Newport). In the structural steel field, Dorman Long's success with its " universal beam mill " producing improved specifications of building steel, has helped other companies such as United Steel, Colvilles and South Durham to put in similar equipment. Capacity for semi-finished steel is going up too, with the further development of pneumatic processes using oxygen: and in the field of more specialised steels there is a considerable development of electric steelmaking.

There remain problems for this industry, though over-caution about expansion on the part of the companies that have to find the money is no longer one of them. Steel costs have recently been inflated by rises in the price of coal, of labour and, in the Budget, in the effective price of fuel oil and the other liquid fuels the companies have been using in steelmaking, through the excise duty of 2d. a gallon put on the black oils. One of the major companies, The Steel Company of Wales, has since made an application to import American coking coal which it could land at Margam cheaper than it can haul some of its coking coal by rail from Monmouthshire. That application remains in the balance. Nobody in the steel industry is particularly anxious to exacerbate the situation of British coal, the partner-industry upon which steelmaking in Britain was partly founded. But one does not want to see the new vigour in expansion of the British steel industry founder on a rock of uncompetitive costs.

The second blast furnace under construction at Ravenscraig, in Lanarkshire, where Colvilles are building a semi-continuous hot-strip mill



The second open-hearth furnace to be converted to the Ajax oxygen process by the Appleby-Frodingham Steel Co. It was lit for the first time after conversion in 1959



A 36 by 16½-in. universal beam passes through the roughing mill at the Lackenby works of Dorman Long (Steel) Ltd.

The annealing bay under construction in the cold mill area of the new Spencer Works, near Newport, of Richard Thomas and Baldwins Ltd. The vast new works will, when completed, be the most technically advanced in the world

NOT for ordinary folk

The Renault Floride is the most beautiful car in the world and quite one of the most desirable. It has all the attributes of a dream car—yet has the virtue of being real. It brings to its owner a sense of satisfaction that is beyond all words. The Floride is exclusively on sale through Renault dealers. In three models: Convertible, Fixed head coupé, or Convertible with removable hard top. **RENAULT FLORIDE**

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STELVETITE—

plastic bonded to steel has put a new face on the SADIA TWO-PLUS Water Heater

Plastic bonded to Steel

Stelvetite

** Accepted by the Council of Industrial Design for "Design Index"*

All enquiries about the Sadia Two-Plus Water Heater should be addressed to Aidas Electric, Sadia Works : Rowdell Road, Northolt, Middlesex.

The use of Stelvetite in the manufacture of the Sadia Two-Plus provides a perfect example of the economy it achieves. Aidas Electric Ltd. decided to open a satellite factory at Salisbury to make this popular heater. The factory was planned around the exclusive use of Stelvetite for casings, thus eliminating the need for a paint shop because Stelvetite has a finished surface. As a result capital costs were cut by 17½% and production started three months earlier than would otherwise have been possible. This economy is additional to the cost and time saved in actual manufacture.

The P.V.C. surface of Stelvetite is impervious to superficial knocks, chips and scratches, yet it is decorative, heat resistant, an insulation and its colour holds fast.

Stelvetite, one of the most versatile materials to become available in recent years, was the first plastic-steel laminate produced in this country.

It has the strength of steel coupled with the warmth, colour and corrosive-resistance of plastics, it can be worked like ordinary sheet steel.

And architects are using it increasingly to give strength and colour to their structures. It is ideal for exterior and interior panelling, partitioning, decorative ducting and lift cars.

*STELVETITE—made in co-operation with BX Plastics Ltd. by JOHN SUMMERS & SONS LTD

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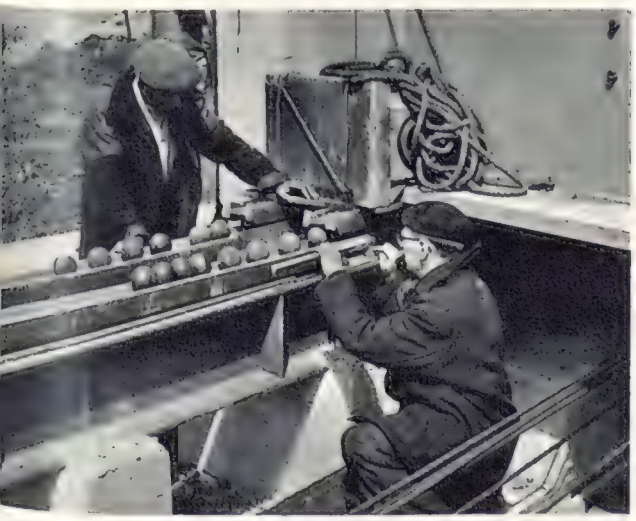
Preparing to roll the new Clacton bridge into position during modernisation in the Colchester area being carried out by the Eastern Region

The new bridge is winched slowly into place after the temporary structure has been removed

ROLLING A BRIDGE INTO POSITION

A further stage in the modernisation of the British Railway's Eastern Region lines in the Colchester area was completed recently. A 540-ton bridge, carrying the main lines over an underpass, was rolled into position. The Colchester modernisation scheme comprises the electrification of the lines between Chelmsford and Colchester; the construction of a single-track "dive-under" line for Clacton-bound trains; and the complete reconstruction of Colchester Station. When finished in 1962 the scheme will allow electric trains at times reaching 90 m.p.h. to use the direct route between Liverpool Street and Clacton and Walton-on-Naze. The "dive-under" line to Clacton will avoid conflicting train movements.

Before the new bridge, known as 1001 D, was moved into position, it was erected alongside the temporary structure which carried the main lines over the construction works of the underpass. The new bridge consists of two welded steel main girders and a deck of steel joists encased in concrete. Its main girders have a span of 95 ft. and an overall length of 100 ft. They were fabricated by Joseph Westwood and Co., Ltd., of Millwall. The first task of the main contractors, The Cementation Co., Ltd., in moving the bridge into place, was the removal by a 35-ton steam crane of the steel girders and timber supports which temporarily carried the main lines. The bridge, erected on steel trestling, was supported near the ends of girders on trolleys moving on large-diameter ball-bearings. These ran along guides located on top of the trestles and the new concrete abutments as the structure was winched into position. Then it was jacked up, the rolling-in material was removed, permanent bearings were inserted at the four corners, and the bridge lowered again. After a certain amount of filling and consolidation, the track was connected to the main line. The time taken for the whole operation was 22 hours. Concrete abutments for a bridge for a proposed road between Colchester and Yarmouth were built at the same time as the "dive-under" line. The earthwork between the abutments will remain until the new road is ready to be opened.



Ball-bearings are aligned in the guide rails to carry the bridge into position. **Right:** Carrying out the winching operation

MOTORING

A CAR OF REFINEMENT

Developments in safety belts; motoring in three countries; and a vintage car auction

By **COURTENAY EDWARDS**

Sweden's handsome new sports car, the Volvo P1800 coupé, will be on sale in Britain, with right-hand drive, towards the end of the year at a cost of about £1,800, including tax. It gets this type number from the new 1·8-litre 4-cylinder engine—actually it has a capacity of 1,780 c.c.—which gives the elegant two-seater a top speed of 106 m.p.h. (when using the Laycock de Normanville overdrive offered as an optional extra) and takes it to 70 m.p.h. in 17 seconds.

With a five-bearing crankshaft and a peak output of 100 b.h.p., this is the most powerful car engine Volvo have produced. I have been trying out the P1800 in Sweden and can vouch personally for the car's vivid acceleration, superb road-holding and excellent braking (there are Girling discs on the front wheels). Like all Volvos the P1800 is a car of refinement and gives the feeling that it has been built with care from good materials. It has synchromesh on all four gears and gives the remarkable petrol mileage of forty to the gallon on overdrive at a steady 60 m.p.h. (or 34 m.p.g. at the same speed on normal top gear). Most of the chassis components are those used on the 122S saloon. The rear axle is located by special support arms and track bar in conjunction with coil springs and special heat-resisting shock absorbers.

The P1800 was designed in Sweden and styled in Italy (by Frua). It is being assembled in England (by Jensen at West Bromwich) with bodies made by Pressed Steel in Scotland and using components from Germany (including some of the steering mechanism), the U.S. (back axle and shock absorbers), Sweden (engine, gear-box, most of the suspension and other important parts) and Britain (whose components add up to well over 50 per cent. of the car's value).

It is a compliment to Britain that, having no spare capacity in their Swedish factories, Volvo asked Jensen to assemble their new sports car, though I gather they feel it necessary to have their own technicians at the Jensen factory to keep a constant check on the quality of the materials, components and workmanship. Jensen have built some 400 of the cars and hope to assemble 3,000 this year. The ultimate production target is 7,500 a year or more.

The Volvo P1800 coupé, Sweden's new sports car

Courtenay Edwards with the Austin Healey Sprite Mark II

While in Sweden I had an opportunity to discuss safety belts with Volvo experts. This firm, second largest industrial organisation in Scandinavia, pioneered the use of this valuable aid to road safety and in 1958 were the first car manufacturers in the world to fit them as standard equipment in their cars at no extra cost. They showed me some gruesome slow-motion films to explain why in 1959 they replaced their simple diagonal sash, with two-point attachment, by a combined sash and lap strap attached to the car at three points: on the central pillar on a level with the wearer's head, to the floor below the door and on the transmission tunnel.

Volvo's top safety belt man told me that while the simple sash—the type now being fitted to many cars in Britain—affords a useful measure of protection, there is a danger that in bad crashes the wearer would slip under and out of the diagonal shoulder belt. A lap strap is necessary, he said, because the centre of gravity of the human form is near that part on which we sit.

Guided by Mr. William Gissane, director of the road injuries research group at the Birmingham Accident Hospital, the British Motor Corporation (Austin, Morris, Wolseley, M.G. and Riley) have "adopted" as an official accessory a combined sash and lap strap with three-point attachment. It is made by Britax and is similar to that now fitted by Volvo. The main difference is that it is secured by an airliner-type, quick-release buckle located in front of the stomach, whereas the wearer of a Volvo belt clips it to an anchorage on the transmission tunnel between the two front seats in a simple, one-handed operation.

B.M.C. are the first British car firm to incorporate safety belt anchorages in their car bodies at the time of manufacture. Every single car they build from now on will have them and the belts cost £5 each. The normal sash-type Britax belt costs £4 4s. This is the belt "adopted" by the Rootes Group, Standard-Triumph and Vauxhall. In Sweden, the Volvo belt, when sold as an accessory, costs the equivalent of about £2 15s. Volvo sell it at cost price (plus a small distribution charge) in the interests of road safety. Mr. Gunnar Engellau, managing director of Volvo, told me that the Volvo belt is to be manufactured under licence in Britain. I understand it will be made by a Birmingham firm and it will be interesting to see how much they will charge for it.

We motoring writers get around in our quest for motoring news. . . . In the space of nine days I flew to the South of France, to Sweden and to Malta, in that order, to test the restyled, pepped-up Austin Healey Sprite, to try out the Volvo P1800 and finally to take a look at the factory in Malta where Rambler cars of American Motors of Detroit are being assembled for sale in Africa and the Middle East.

I made the trip to Malta in great comfort on the inaugural flight of B.E.A.'s new London-Malta service with propjet Vickers Vanguards.

While in France testing the sprightlier Sprite I drove for the first time along that part of the fine new Estérel-Côte d'Azur autoroute which is now open to traffic. It is France's first toll road and runs for some fifteen miles in gentle curves up hill and down dale between Fréjus (near where the Malpasset dam disaster occurred) and Cannes. The fee for a car on this section of the autoroute is two new francs (about 2s. 8d.) When complete this fine piece of engineering will provide a fast, twin-track motor road, some thirty miles long, between Fréjus and Nice. It by-passes the congested coastal resorts of St. Raphael, Cannes, Juan-les-Pins and Antibes and offers a welcome alternative route to the narrow, winding, hilly road over the Estérel.

If you are down Hampshire way this Saturday (June 17) you might find it amusing—and perhaps profitable—to look in at the sale of vintage and veteran cars which Southern Counties Car Auctions are staging in conjunction with the Montagu Motor Museum.

It is the second sale of its kind at Beaulieu, where Lord Montagu's museum is attracting large numbers of visitors. There will be nearly thirty cars on offer and none will be less than thirty-one years old. The most senior is a 1900 de Dion. The auction will be conducted on the palace lawns by two of the four Wickins brothers—David and John—who run Southern Counties; and by Mr. Peter Wilkinson.

It is good to find Sydney Allard coming back into the news. This London Ford dealer who won the Monte Carlo rally a few years ago is building a car of the American dragster type with which to compete in the Brighton speed trials in September.

The U.S. dragster is sometimes called a "slingshot" because the centre of gravity is at the rear axle, where engine, transmission and driver are located to give the driven wheels the best possible grip. The driver sits behind the rear axle in a protective framework of metal tubing. The existing quarter-mile U.S. slingshot record from a standing start is 8·84 secs., and when that record was set up the car was doing over 172 m.p.h. when it crossed the quarter-mile line. Mr. Allard is using a supercharged 5½-litre V-8 Chrysler engine of the type with which he has scored many successes in motor sport. He will probably use a braking parachute as well as having discs on the front wheels.

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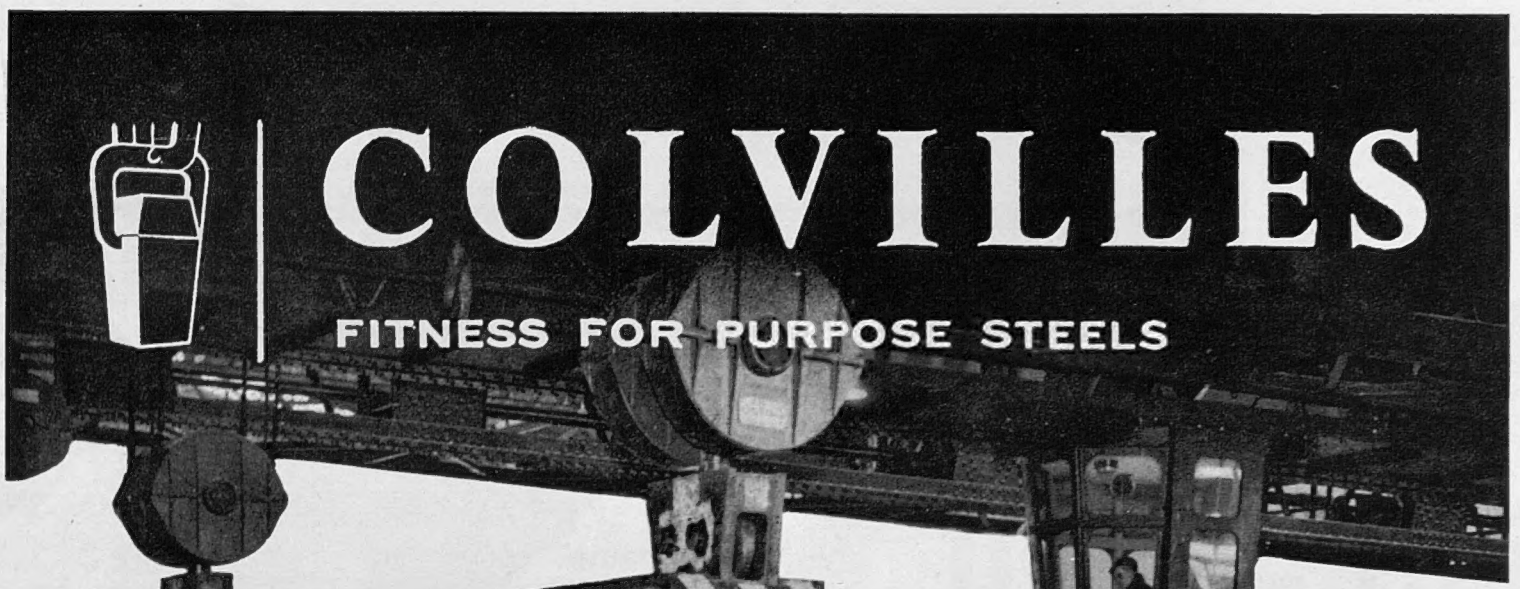

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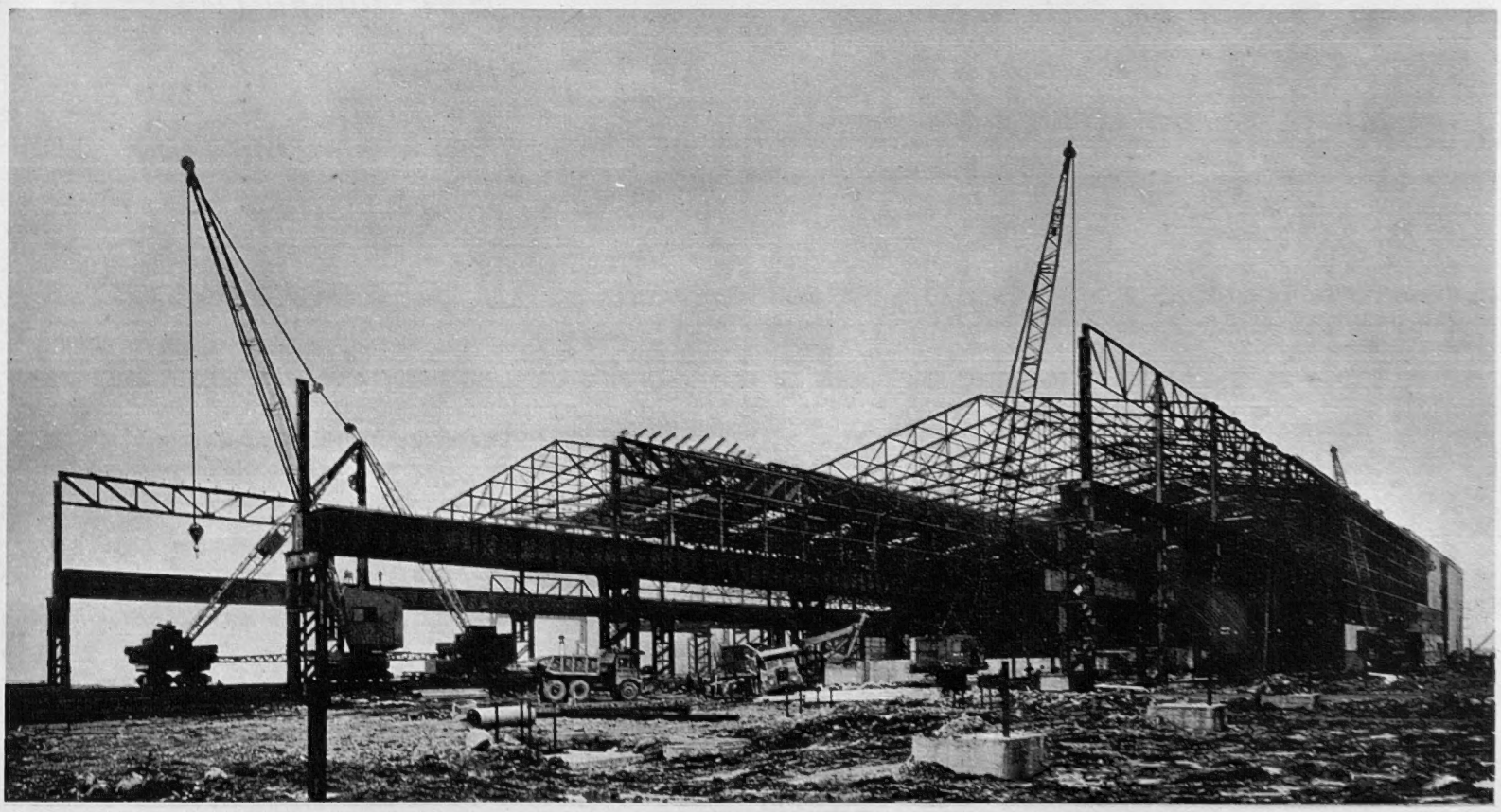

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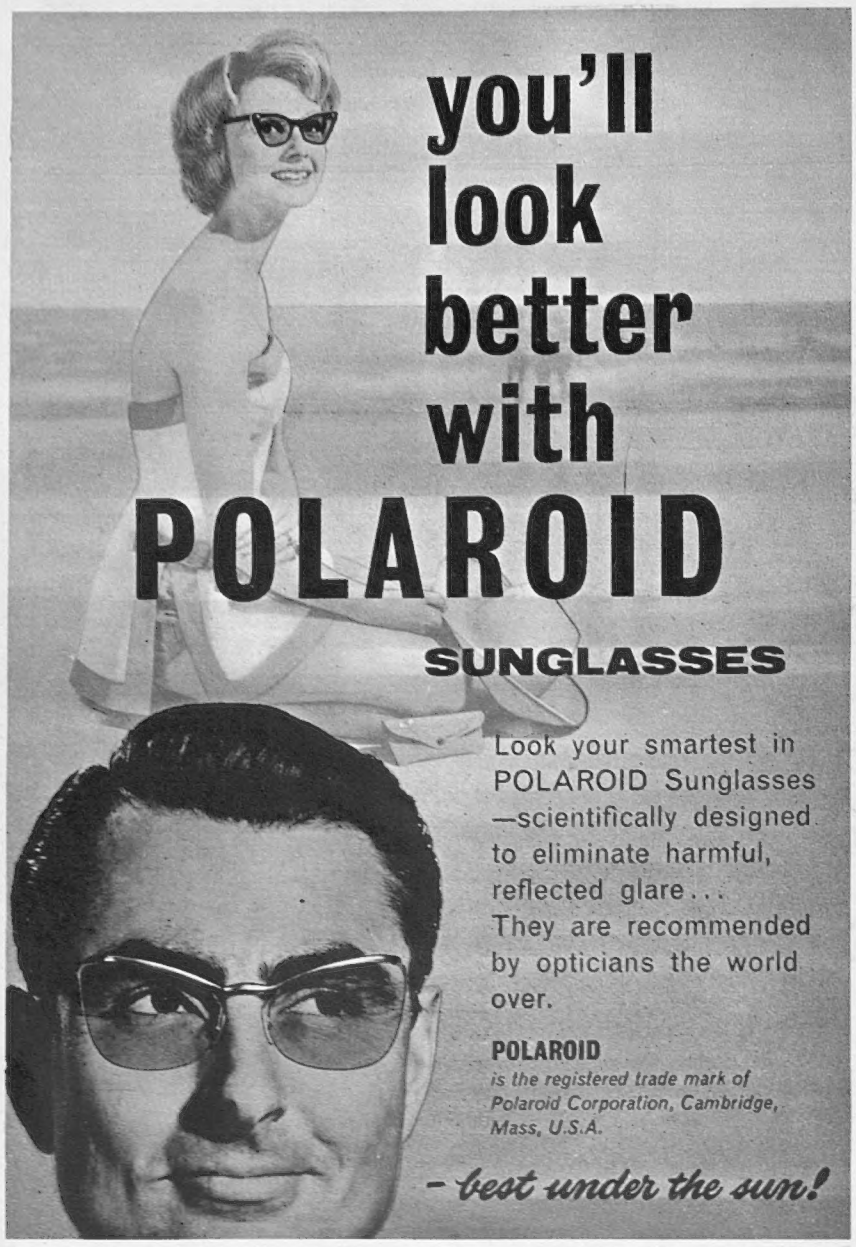

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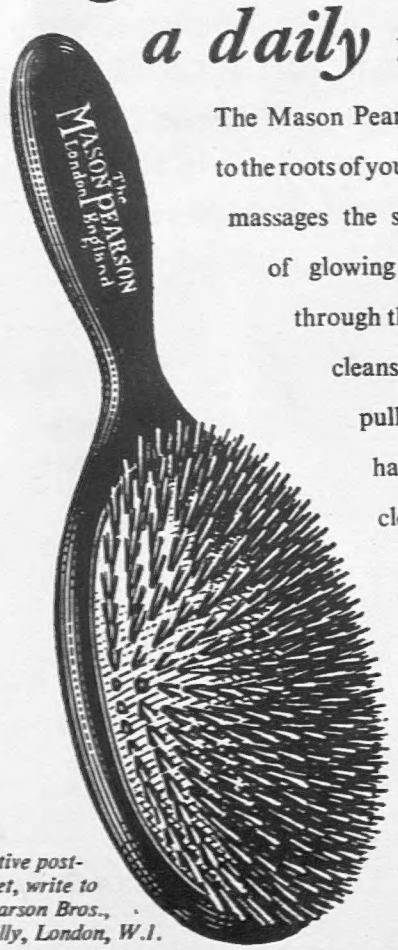

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13–15, John Adam Street, London, W.C.2.*

NEARLY HALF OF THE YEAR 1961 has already slipped by. Taking stock of the hotel world, there have been the inevitable casualties caused through retirement, sickness and redevelopment. Among previous recommendations, the following must now be deleted.

LONDON. *St. George's Hotel,* Holland Park.

SUSSEX. Near Seaford, *Little Hallands* at Bishopstone. *The Drove* at Singleton, near Chichester.

DEVON. Torquay—*Anstey's Manor.*

Fortunately, ever on the quest, some twenty fresh discoveries can be recorded during the first half of the year, including the following:

In that lovely corner of Britain, Pembrokeshire, where good hotels are so rare, I am now happy to add to our existing recommendations (viz.: *The Belgrave Hotel,* Tenby, and *St. Bride's Bay Hotel,* Saundersfoot) two more hotels, *The Imperial Hotel* at Tenby and the *Hotel Mariners* at Haverfordwest.

Rising sheer out of the solid rock—one of the outer walls is part of Tenby's ancient town wall—*The Imperial Hotel* at Tenby is unique in layout and in commanding position over sea and sands. Cuisine, cellars and comfort are the operative code words of this all-the-year-round holiday hotel which draws an increasing clientele from far afield. The front bedrooms, with their magnificent sea views (many have private baths and are large enough to be used as sitting rooms), are always in demand, the ballroom and adjacent cocktail bar are well patronised and, all in all, the atmosphere is one of cheerful holiday spirit with efficient service the final keynote.

Hotel Mariners, Haverfordwest—full marks to Mr. and Mrs. David Green for expending so much time, thought and money in rehabilitating the interior of this seventeenth-century hotel. Bright chintzes, light paintwork, attractive wallpapers, warmth and flowers make it now a delightful centre from which to radiate around this "Little England beyond Wales."

Better still, Mrs. Green, who once ran a London restaurant of good repute, knows the art and importance of supplying first-class fare, ample choice and a good cellar.

Revisiting Swanage, in Dorset, we found that *The Ship Ashore Hotel* had been merged into the next door *Isles Hotel* and a happy "take-over" it is proving. Mr. and Mrs. Jack Scott, the owners of the *Isles,* were responsible for the transformation and, although these words are being written before the work has been completed, there is no doubt that the result will be completely satisfying to all who stay there.

Early birds should note that the hotel opens early and shuts late—welcome point in a seaside town.

For those seeking a rather larger hotel where the accent is on interested catering and family holidays, our recommendation for the 38-bedroom *Wolfeton Hotel* still holds good.

We now have an additional recommendation for that still larger type of hotel which can offer the amenities of ballroom, swimming-pool, and so on, *The Hotel Grosvenor.* Built on the rocks, standing above its own private beach near the pier, *The Grosvenor* is close to yet well divorced from the town and commands a magnificent view of the bay at Purbeck Hills. Below is a sea-water swimming-pool (reserved for hotel guests). Alongside are tennis courts and a children's playground, and behind are sheltering downs which provide delightful coastal walks.

To replace our Torquay casualty, *Anstey's Manor,* we are happy to recommend *The Kistor Hotel.* Set rather closer to the sea than its larger sister, *The San Remo,* this small hotel in Belgrave Road offers the same highly efficient standards of service and cuisine. Mr. and Mrs. Hassell, expert hoteliers, keep a watchful eye on the day-to-day running and they have made sure that the staff, under a well-trained manager, keep up the good name that the *San Remo* has enjoyed for so many years.

While in the neighbourhood we hit on a small quietly situated and unlicensed hotel in Totnes—*The Priory.* A very old market town is Totnes, and not least among its antiquities is the site of the old monastery on which the present Priory (partly Georgian) now stands. Mr. and Mrs. A. E. F. Wickham have turned this old house into a charming private hotel which, although standing close to the centre of the town, has a quiet tree-circled garden and is immune from traffic noise.

Always on the look out for desirable roadside inns either for a meal or the night, we found pleasure in *The Swan* at Tetsworth, Oxon, recently acquired by Mr. and Mrs. S. J. Pearce (late of St. George's Hotel, Llandudno). Step inside this ancient inn and you will find an attractive bar lounge, a low-beamed restaurant where an admirable *à la carte* menu awaits your selection, and above stairs a number of well-furnished bedrooms, many oak-beamed and two with four-poster beds.

Further north, at Uppingham, is a good example of an old hostelry, *The Falcon,* fully modernised yet still retaining a mellow atmosphere and providing traditional hospitality. The latter is due to the great personal interest taken in their guests by Colonel and Mrs. Ennals, for no one is likely to come in or out without a word from one or the other. Since the Ennals took over many improvements have been made to the accommodation and the quality of the fare is now well known in the surrounding counties. Like the house, it is traditional in style and served by country staff in a spotless dining-room.

Perhaps our greatest surprise so far in 1961 was the discovery of the *Flushing Inn* at Rye. Here is a charming inn, small, steeped in history and gastronomically magnetic. It will be found in Church Street, where during six centuries its wrinkled beams have been growing old graciously. Until 1961 it attracted little attention except from antiquarians. Then Mr. and Mrs. A. J. Mann acquired it and almost overnight kindled a personal and friendly atmosphere, offering *table d'hôte* and *à la carte* menus, munificent in choice, cooked skilfully and presented pleasingly.

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EXAMINATION PAPER IX · CRITICISM OF CLASSICS

Comment on the comments on the following (Queen Vera XII pt. 16. Act IV sc.ii):

Another part of the ante-room. Re-enter[1] *Purley & Staines.*

SURB: How fare's Your Grace?

VER: I owe but meagre[2] fortune of my breath.[3]
My Lord of Surbiton—

SURB: Most royal Queen
If I may be but cushion to your woes[240]
Then were my woe less woeful by this hap.

VER: The half of Plumstead be thy dower.

[1] *Re-enter*] Jones and Lipmann suggest *exeunt.*

[2] *meagre*] *meagre'd* Pope *meagred* Pooper *meagrest* Popft.

[3] *breath*] *death* Q9 *broth* Ff *bath* Zimmery.

237. *How fares*] This surely suggests something more than the conventional greeting of the courtier to his monarch. There is something of genuine anxiety here—of urgency, even—in the brevity of the half line.

240. *Cushion*] The local belief in the efficacy as a health charm of Pigeon's Pincushion *(Plasta malodorata)* colours this metaphor. *See* Emily Rice, *Plant Galls and Willow Pests.* p. 514.

241. *Woe less woeful*] An expression of hypothetical relief depending on wishes fulfilled. *Cf.* Messingham *Miseries of a Surreptitious Marriage* V ii "Peace as peaceful". Chipman *Tis Lucky She's from Ticester* IV iii "Woe". *Cf.* cp.

242. *Dower*] An anachronism. Feudal half-dowers *in donando* were instituted in 1174. Notice the characteristic carefulness, mixed with generosity, of the Queen's insistence on "half".

Written by Stephen Potter; designed by George Him

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